UNIVERSITY OF ALBERTA LIBRARY
0 1620 0089 0820

Ex Libris
Universitatis
Albertaensis



UNIVERSITY OF ALBERTA
AUG 7 1973
DOCUMENTS
LIBRARY



British

Parliamentary Papers

PAPERS RELATING TO CANADA 1849

Colonies

Canada 18

IUP LIBRARY OF FUNDAMENTAL SOURCE BOOKS

EDITORIAL DIRECTOR T P O'Neill

RESEARCH UNIT DIRECTOR T F Turley

The IUP Series of British Parliamentary Papers

CHIEF EDITORIAL ADVISORS

Professor P Ford, Professor Emeritus, Southampton University
and Mrs G Ford

CONSULTANT EDITORS

Professor J H Smith, Dean of the Faculty of Social Sciences, Southampton University
Professor Oliver MacDonagh, University College, Cork
Christopher Townley, Librarian, University College, Galway
Colman Lyne, National Museum of Canada
Dan O'Keeffe, Librarian, University College, Cork

This Series
is published with the active co-operation of
SOUTHAMPTON UNIVERSITY

IRISH UNIVERSITY PRESS SERIES

OF

British Parliamentary Papers

REPORTS
CORRESPONDENCE AND OTHER PAPERS
RELATING TO
THE RED RIVER SETTLEMENT
THE HUDSON'S BAY COMPANY
AND OTHER AFFAIRS IN CANADA
1849

Colonies

Canada

18



SHANNON · IRELAND

PRINTER'S NOTE

The Printer wishes to draw attention to the many variations in the graphic quality of this series: broken type, ink set-off, poor impression and background blemishes are to be found in the original copy.

Every effort has been made to minimise these faults and to make the reprint copy as legible as possible.

© 1969

Irish University Press Shannon Ireland

Microforms

Microfilm, microfiche and other forms of micro-publishing
© Irish University Microforms Shannon Ireland

SBN 7165 0663 7

PUBLISHER'S NOTE

The Irish University Press Series of British Parliamentary Papers is a facsimile reproduction. The original documents in this volume have been reproduced by photo-lithography and are unabridged even to the extent of faithfully retaining the printer's imprint.

The contents of this volume have been printed in their entirety by Robert Hogg, Printer to the Irish University Press, Shannon, Ireland.

As a result of the arrangement of the documents in subject sets and of the bringing together in a single book of a number of papers, some volumes in the Irish University Press Series may include the imprints of more than one printer.

Irish University Press Shannon Ireland
DUBLIN CORK BELFAST LONDON NEW YORK
Captain T M MacGlinchey Publisher
Robert Hogg Printer

LIBRARY OF THE UNIVERSITY
OF ALBERTA

Contents

IUP Page Number

This volume consists of a number of Papers from different Sessions. For ease of reference IUP editors have assigned a continuous pagination which appears on the top outer margin of each page.

Correspondence and other Papers Relative to Canada

Final Report of the Officers employed on the Survey of the Quebec and Halifax Railway
1849 [1031] Vol XXXV 9

Papers relative to the Affairs of Canada
1849 [1064] Vol XXXV 83

Papers relative to the Affairs of Canada
1849 [1073] Vol XXXV 107

Papers relative to the Affairs of Canada
1849 [1078] Vol XXXV 123

Documents and Correspondence relating to Compensation for Rebellion Losses in Canada
1849 (253) Vol XXXV 171

Appendix to the First Report of the Commissioners on Rebellion Losses in Canada
1849 (353) Vol XXXV 221

Proceedings of the House of Assembly of Canada on the Rebellion Losses Bill
1849 (380) Vol XXXV 263

Report from Captain G G Loch on the Newfoundland and Labrador Fisheries
1849 (327) Vol XXXV 277

Correspondence relating to the Red River Settlement and the Hudson's Bay Company
1849 (227) Vol XXXV 293

Despatches and other Papers relating to Vancouver's Island and the Hudson's Bay Company
1849 (103) Vol XXXV 413

Papers relative to Emigration to the North American Colonies
1849 [1025] Vol XXXVIII 435

Papers relative to Emigration to the North American Colonies
1849 (593-II) Vol XXXVIII 523

Correspondence between the Governor-General of Canada and the Secretary of State for the Colonial Department on the Navigation Laws
1849 [1016] Vol LI 621

Further Correspondence on the Navigation Laws
1849 [1032] Vol LI 635

Further Correspondence on the Navigation Laws
1849 [1035] Vol LI 643

956285

BRITISH NORTH AMERICA.

FINAL REPORT OF THE OFFICERS

EMPLOYED ON THE

SURVEY OF THE LINE

FOR THE

QUEBEC AND HALIFAX RAILWAY,

WITH THE

SUBSEQUENT CORRESPONDENCE THEREON;

AND ON

PUBLIC WORKS IN CANADA.

Presented to both Houses of Parliament by Command of Her Majesty,

FEBRUARY 1849.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCHES FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
	1848.		
1	299* Nov. 17	Encloses FINAL REPORT OF MAJOR ROBINSON, R.E., on the proposed Trunk Line of Railway from Nova Scotia, through New Brunswick to Quebec	3
		The Report itself	5
		(MAP to face page 31.)	
	1849.		
2	318 Jan. 26	Encloses observations of the Railway Commissioners on Major Robinson's Report	51
3	319 Jan. 27	Acknowledges Receipt of Despatch, No. 6, of 4th January, enclosing Tabular Statement of POPULATION and Amount of Rateable PROPERTY in Upper Canada, from 1825 to 1847. . . .	53

DESPATCHES FROM THE RIGHT HON. THE EARL OF ELGIN AND KINCARDINE, GOVERNOR-GENERAL OF CANADA.

	1848.		
1	150 Dec. 20	FINANCE:—	
		With Copy of Letter from the Inspector-General to Messrs. Baring and Co. on Financial arrangements	56
2	151† Dec. 20	With Mem°. of Inspector-General on COLONIZATION, and promotion of PUBLIC WORKS	58
3	153 Dec. 20	In Reply to Lord Grey's Despatch, No. 299, transmitting Major Robinson's Report; sends Minute of Executive Council and Mem°. of the Inspector-General on measures for constructing the Railway	58
	1849.		
4	1 Jan. 3	In continuation of above, sends copy of Instructions addressed to the Lieutenant-Governor of Nova Scotia and New Brunswick .	61
5	6 Jan. 4	POPULATION / VALUE OF PROPERTY } of Upper Canada from 1825 to 1847	65

DESPATCHES FROM SIR E. HEAD, LIEUTENANT-GOVERNOR OF NEW BRUNSWICK.

	1849.		
1	1 Jan. 1	Observations on Major Robinson's final Report, submitted by Mr. Wilkinson of the Crown Land Office, New Brunswick . .	66
2	2 Jan. 6	Minute of Council on receiving the final Report of Major Robinson; and in connexion with the Instructions received from the Governor-General, Lord Elgin	70
3	13 Feb. 2	HALIFAX AND QUEBEC RAILWAY:— With Copy of Resolutions of Meeting held at Dorchester on subject	72

DESPATCH FROM SIR J. HARVEY, LIEUTENANT-GOVERNOR OF NOVA SCOTIA.

	1848.		
1	63 Dec. 8	Acknowledging Lord Grey's Despatch of 17th November transmitting Major Robinson's final Report	73

* Similar Despatches to the Lieutenant-Governors of Nova Scotia and New Brunswick.

† This Despatch will be found printed at page 19 of the Papers relative to Emigration to British North America. Presented to both Houses by Command, February, 1849.

MAP . . . . . *to face p.* 31.

PAPERS

RELATIVE TO

THE QUEBEC AND HALIFAX RAILWAY, AND PUBLIC WORKS IN CANADA.

Despatches from the Right Hon. Earl Grey, Secretary of State.

(No. 299.*) No. 1.

BRITISH NORTH AMERICA.

No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, November 17, 1848.

1. THE Commissioners appointed by Her Majesty's Government to explore and survey the line of country offering the greatest advantages for the formation of a railway from Halifax, through New Brunswick to Quebec, having completed the duties with which they were charged, I have now the honour to transmit to your Lordship the final report of Major Robinson, addressed to the Inspector-General of Fortifications.

August 31, 1848.

2. I have perused this able document with the interest and attention it so well merits, and I have to convey to you the assurance of Her Majesty's Government that we fully appreciate the importance of the proposed undertaking, and entertain no doubt of the great advantages which would result, not only to the provinces interested in the work, but to the empire at large, from the construction of such a railway; but great as these advantages would be, it is impossible not to be sensible that the obstacles to be overcome in providing for so large an expenditure as would be thus incurred would be of a very formidable kind.

Before, therefore, Her Majesty's Government proceed to consider the question as to whether any steps should be taken to carry this plan into effect, it is necessary that we should be informed how the several provinces would be prepared to co-operate in its execution.

3. It is obvious that the cost of the work would be too great as compared to the return to be anticipated from the probable traffic, to give reasonable hope of its being undertaken by any Company as a private speculation. The question, therefore, arises whether it would be expedient that in some form public assistance should be given towards the accomplishment of an object in which the public is so much interested.

4. The answer to this question must, in a great measure, depend upon the degree of importance which the provinces attach to the opening of this line of communication, and upon the amount of exertion they would be prepared to make for the purpose. I am, therefore, anxious that the subject should be brought under the early consideration of the respective Legislatures, and that I should be placed in possession of their views with respect to it as soon as may be practicable.

5. In forming a judgment as to whether public assistance ought to be given towards the execution of the work, it will be necessary to take into consideration the different ways in which this might be done. Various modes of proceeding have been proposed: one is that of endeavouring to form a Company, by guaranteeing to them a certain minimum interest on the capital, to be invested in the undertaking.

This plan would, no doubt, possess some advantages, but on the other hand it would be attended with the disadvantage of depriving the public of the proper control over a great national work, and also of having a tendency to encourage inattention to economy both in the construction and subsequent working of the line. This last objection has been met by proposing that any Company formed

* Similar Despatches addressed to the Lieut.-Governors of Nova Scotia (No. 131, Nov. 17) and New Brunswick (No. 78, Nov. 17).

to construct the line should receive assistance, not in the form of a guarantee of any given rate of interest, but of a fixed payment either of capital towards the execution of the work, or of an annual sum of money in addition to the receipts derived from traffic when the line is completed.

6. Another plan which has been suggested is that the required capital should be raised by loan by the Government, and contracts entered into for the formation of the line which, when finished, could be worked either by the Government or by any Company formed for that purpose, and to which Company the working of the line might be leased, under such conditions and for such a period as might be deemed advisable. The objections to this proposal are those usually raised against the undertaking of such a work by a Government, while on the other hand it would be attended with these advantages: first, that probably the capital required would there be raised on better terms than could otherwise be expected, and secondly that the Government would have a more complete control over a great national line of communication.

7. I am not able at present to pronounce any opinion in favour of one or other of these plans, or even in favour of the measure being attempted at all; but I merely throw out these different suggestions for the consideration of your Lordship and of the Executive Council and Legislature of Canada.

8. It will further be very material to consider what return is to be expected for the outlay, and from what source the means of affording any pecuniary assistance, to be given by the respective provinces, can best be provided. Upon this part of the subject I have to remark that, in estimating the probable return which the railway would yield, it appears to me highly necessary to advert not only to the direct return from the traffic, but to the indirect return from the increased value given to the lands through which it will pass. That the opening of the line would, in the districts it traversed, greatly enhance the value of the lands which are still lying waste, and also, though in an inferior degree, the value of those already settled, there can be no reasonable doubt, though I do not possess the means of judging whether the amount of that increased value has been correctly estimated by Major Robinson in his report. Hence it seems to follow that this increased value ought to be made available towards the execution of the work, and I would suggest, for the consideration of the Colonial Authorities, whether it might not be advisable that Acts should be passed vesting in the hands of the Commissioners, to be appointed for that purpose, all the hitherto ungranted lands lying within a certain distance of the line, in order that these lands might be sold or otherwise appropriated for the promotion of the undertaking.

9. It might also, I think, be very reasonably enacted that lands lying within a given distance of the line should be subjected, on its being completed and opened, to some moderate charge in the nature of a rate in consideration of the benefit the proprietors receive from it. The practice is general both in this country and in America of rating for the highways the property which is benefited by them, and I can see no reason why this rule should not be extended to railways. Should this suggestion be adopted, it would, I think, be expedient to give the owners of lands subjected to this charge the option of redeeming it upon easy terms, and of paying in land where they might have a difficulty in doing so in money.

I understand from Major Robinson that the owners of land in one portion of Nova Scotia have already offered to contribute liberally to this object.

10. In addition to the value which the different Legislatures would be prepared to contribute in land, or by the imposition of a local charge upon lands benefited by the line, it would be necessary also for them to consider respectively what amount they would be willing to grant from the general revenue of the provinces towards the payment either of the interest of a loan to be raised for the execution of the work, or towards the sum which might be required to make good the engagements entered into with any Company that might undertake it.

11. The whole subject is one of the very highest importance on which I shall be anxious to learn the conclusions to which the Colonial Authorities may come, after mature consideration, and after such communication with each other as may be necessary.

I have, &c.,

The Right Hon. Earl of Elgin and Kincardine, &c. &c. &c.

(Signed) GREY.

Enclosure in No. 1.

REPORT on the Proposed Trunk Line of Railway from an Eastern Port in Novia Scotia, through New Brunswick, to Quebec.

Halifax, Nova Scotia, August 31, 1848.

THREE principal lines or routes for a trunk line of railway present themselves for consideration; and by combining portions of two of these lines together, a fourth and fifth route may be formed.

1st. Commencing at Halifax and crossing the province of Nova Scotia to a port in the Bay of Fundy, from thence by a steamer to St. John, in New Brunswick, and then by Fredericton along the St. John River to the Grand Falls.

From the Grand Falls by the best practicable route across to the mouth of the Rivière du Loup, on the St. Lawrence, and by the right bank of the St. Lawrence to Quebec.

The distance by this route would be as follows:—

	Miles.
Halifax to Windsor	45
Windsor to Annapolis	85
Annapolis to entrance Bay of Fundy	11
Across Bay of Fundy to St. John (by sea)	45
St. John to Fredericton	65
Fredericton to Woodstock	62
Woodstock to the Grand Falls	71
The Grand Falls to the mouth of the Rivière de Loup	106
Rivière du Loup to Quebec	110
Total distance Halifax by the St. John River to Quebec	600

This line may be termed a mixed route, by railway and steam-boat.

2nd. Commencing at Halifax and running to Truro at the head of the Bay of Fundy, thence over the Cumberland Mountains to Amherst, then along the coast from Bay Verte to Shediac, thence by a north-westerly course, crossing the rivers Richibucto and Miramichi above the flow of the tide, so as not to interfere with the navigation.

Then by the valley of the north-western Miramichi to Bathurst, on the Bay Chaleurs, along the coast of this bay to the Restigouche river, and by it and the valley of the river Metapedia to the St. Lawrence, and by the right bank of the St. Lawrence to Quebec.

The distance by this route would be as follows:—

	Miles.
Halifax to Truro	55
Truro to Amherst and Bay Verte	69
Bay Verte to Shediac	26
Shediac to Miramichi River	74
Miramichi River to Bathurst	56
Bathurst to the Eel River, near Dalhousie	48
Dalhousie to the mouth of the Metapedia River	30
Metapedia River to the mouth of the Naget River, near the St. Lawrence	86
Along the St. Lawrence from this point to Quebec	191
Total distance by this route	635

This, for the sake of reference, may be called the Halifax and eastern or Bay Chaleurs route, through New Brunswick to Quebec.

3rd. Commencing at the harbour of Whitehaven, near Canso, at the north-eastern extremity of Nova Scotia, thence along the Atlantic coast to Country Harbour and valley of the river St. Mary, thence by or near to Pictou and along the northern shore to Bay Verte.

From Bay Verte to or near to the bend of Petitcodiac, thence across to Boistown, and northerly to the Restigouche River, crossing it several miles to the east of the Grand Falls.

From thence by the most direct and practical course to the Trois Pistoles River, and along the right bank of the St. Lawrence to Quebec.

The distance by this route would be nearly as follows:—

	Miles.
Whitehaven to Country Harbour	40
Country Harbour to St. Mary's Valley and Pictou	64
Pictou and along the coast to Bay Verte	77
Bay Verte to Bend of Petitcodiac	40
Petitcodiac to Boistown	80
Boistown to the crossing of the Restigouche River	115
Restigouche River to Trois Pistoles, by the Kedgwick and Rimouski Vallies	105
Along the St. Lawrence to Quebec	131
Total distance from Whitehaven by Boistown to Quebec	652

This may be termed the direct route.

4th. Combining the Halifax route through Nova Scotia, and the direct route through the centre of New Brunswick.

The distances will be probably as under:—

	Miles.	
From Halifax by Truro and Amherst to Bay Verte, as per Route No. 2	124	In Nova Scotia.
Bay Verte to the Bend of Petitcodiac, Boistown, Restigouche River, as per route No. 3	235	In New Brunswick.
By the Kedgwick and Rimouski, to the mouth of the Torcadi	75	In Canada.
Mouth of the Torcadi to the crossing of the Trois Pistoles River	30	
Along the St. Lawrence River to Quebec	131	
Total distance from Halifax to Quebec by this route	595	

5th. Combining the Whitehaven route through Nova Scotia, with the Eastern or Bay Chaleurs route through New Brunswick to Quebec, the distances will be as under:—

	Miles.	
From Whitehaven by Pictou and the North Coast to Bay Verte, as in route No. 3	181	In Nova Scotia.
From Bay Verte to the Bay Chaleurs, and mouth of the Metapedia, as in route No. 2	234	In New Brunswick.
Mouth of the Metapedia River to the mouth of the Naget	86	In Canada.
Along the St. Lawrence to Quebec	191	
Total distance from Whitehaven to Quebec by this route	692	

Thus the distances will be as under:—

	Miles.
1st. By the mixed route, Halifax to Annapolis, by the St. John to Quebec, the distance will be	600
2nd. By the Halifax and Eastern, or Bay Chaleurs route, to Quebec	635
3rd. By the direct route, Whitehaven, Boistown, and Quebec	652
4th. By the Halifax, Truro, Amherst, and Boistown, to Quebec	595
5th. By the Whitehaven, Bay Verte, and Bay Chaleurs, to Quebec	692

The first line fails in the most essential object contemplated by the proposed railway, viz., a free and uninterrupted communication at all times and seasons of the year from the port of arrival on the Atlantic terminus in Nova Scotia to Quebec.

The intervention of the Bay of Fundy is fatal to this route.

In summer the transshipment of passengers and goods to and fro would be attended with the greatest inconvenience, loss of time and additional expense; whilst in winter it would be even still more inconvenient, and liable to be interrupted by storms and the floating masses of ice which then occur in the bay.

In the case of the conveyance of troops, transport of artillery and munitions of war, the crossing the bay would at any time be most objectionable; and if suddenly required in critical times, might be attended with the worst consequences.

Commercially, too, it would destroy the fair prospect of the proposed line from Quebec to Halifax, competing successfully with the route by the Gulf of the St. Lawrence, and with rival lines in the neighbouring States.

But there are also other serious objections to be offered against it.

Passing through New Brunswick, and on the right bank of the St. John River, as it must necessarily do, to the Grand Falls, it would for a considerable distance, both before and after the reaching that point, run along and close to the frontier of the United States.

In case of war, therefore, or in times of internal commotion, when border quarrels or border sympathies are excited, this line, when most needed, would be the most sure to fail, for no measures could be taken which would at all times effectually guard it from an open enemy, and from treacherous attacks.

The passage across the Bay of Fundy so close to the shores of Maine, would invite aggression, and require a large naval force for its protection.

The engineering difficulties as the line approaches the Grand Falls from Woodstock would not be easily overcome.

The space between the St. John River and the boundary line becomes gradually contracted to a width of not more than two to three miles, and the country is broken and rough, whilst the banks of the St. John are rocky and precipitous for many miles below the Falls.

From the Grand Falls to the St. Lawrence, a distance of more than a hundred miles, the country is so far known as to make it certain that there is very difficult and unfavourable ground to be encountered, which would require careful explorations and extensive surveying.

This intervention of the Bay of Fundy, therefore, and the proximity of this line for a con

siderable distance, to the frontier of the United States, was so objectionable and fatal to this route, that the attention of the officers and the exploring parties was, after a slight examination of the country between Halifax and Annapolis, directed in search of other and more favourable lines.

To understand the comparative advantages possessed by the other routes as well as to be able to weigh the objections which may be raised against each, and afterwards determine from their relative merits which is the best direction for the proposed line to take, it will be necessary, previously, to give some description of the country through which the lines pass, the present amount and distribution of the population, and the engineering difficulties which were met with along the lines examined.

As it will be seen in the end, that only one of the lines, viz., the second, has been explored and carried out successfully from its terminus on the Atlantic quite through to Quebec, it may be perhaps considered superfluous to enter upon the discussion of rival lines, but the object to be gained by so doing, is to show that so much has been done and is known of the country as to render further explorations for new lines unnecessary, because, if completed, they would not be likely to be recommended in preference to the one which will be proposed for adoption.

The distance from the Atlantic coast of Nova Scotia to the bank of the St. Lawrence is about 360 miles in a straight line. Intersecting the country which must be traversed by any line of railway, and crossing its course at right angles, are five great obstacles which have to be either surmounted or avoided.

The first is a broad range or belt of high and broken land which runs along the Atlantic shores of Nova Scotia, from Cape Canso to Cape Sable. The breadth varies from about 20 miles in its narrowest part up to 50 or 60 miles in other places. Its average height may be about 500 feet. The strata of which it is composed consist of granite, slate, and a variety of rocks, hard and difficult to cut through. The characteristic features of the surface are rugged and uneven, and therefore very unfavourable for railway operations. No useful minerals of the metallic kind have been found in it, in quantities sufficient to work to advantage.

Valuable quarries of stone for building purposes are abundant, but these will be found everywhere nearly along the proposed line.

This formation is estimated to cover nearly two-thirds of the surface of Nova Scotia. It is, generally speaking, unfavourable for agriculture; the timber on it is stinted in growth, and it is an object of some importance to pass through it, and leave it behind as soon as possible.

If a line be drawn from the head of the estuary of the Avon, near Windsor, to the Great Shubenacadie Lake, and then across the Stewiacke River, along the upper parts of the streams in the county of Pictou, to the Gut of Canso, all the portion lying to the south of this line belongs to this formation, and all to the north of it to the more favorable and highly valuable formation of the carboniferous system.

The narrowest and shortest line by which this range or belt can be crossed occurs at Halifax, and at the same time, owing to a favourable break in the chain, at the lowest point in altitude; the summit level through it not exceeding 90 feet.

The Halifax line (route No. 2) is clear of it in 20 miles. Before the same can be done by the Whitehaven and direct line (route No. 3), it must follow the coast for upwards of 30 miles, as far as Country Harbour, and then a further course across it of another 30 miles; involving in this distance two, if not three tunnels, and must surmount a summit level of 400 feet.

2. The second great obstacle is the Bay of Fundy. This, as stated, is fatal to the first route. By the other routes it can be turned and avoided.

3. The third obstacle is the range of Cobequid Hills. These extend all along the north shore of the Bay of Minas, and very nearly across but not quite to the shore at the Straits of Northumberland. In breadth, the range preserves nearly an uniform width of about 10 miles. In altitude, the hills average from 800 to 1000 feet. The lowest point, after a careful survey, was found to be at the Folly Lake, 600 feet above the sea. This range can be avoided and passed by the Whitehaven and direct route, but must be surmounted and crossed over by the Halifax and Eastern line (route No. 2).

The prevailing rocks are granite, porphyry, and clay slate, in the upper portions; along the shore of the Bay of Minas and on the northern side, the formation is of the red sandstone and the coal measures.

This range abounds with the most valuable minerals, of which a large mass of specular iron ore, of unequalled richness, occurs close to the line, and only requires facility of carriage for bringing coals to the spot, to be worked with profit.

A large portion of this tract still remains ungranted, and timber of excellent growth, with abundance of the finest stone for building purposes, are to be met with, and still belonging to the Crown, can be had for the expense of labour only.

4. The fourth obstacle is the broad and extensive range of the highlands which occupies nearly the whole space in the centre of New Brunswick from the Miramichi River north to the Restigouche. Some of these mountains rise to an altitude exceeding 2000 feet.

The Tobique River runs through them, forming a deep valley or trough, which must be crossed by the direct line, and increases greatly the difficulty of passing by them.

The lowest point of the ridge, overlooking the Tobique River, at which any line of railway must pass, is 1216 feet above the sea. Then follows a descent to the river of 796 feet in 18 miles, and the summit level on the opposite ridge or crest between the Tobique and Restigouche waters, is 920 feet above the sea, or a rise of 500 feet above the point of crossing at the Tobique water. These great summit levels which must be surmounted, form a serious objection to this route.

The Eastern line, by the coast, avoids this chain altogether. The greatest summit level

BRITISH NORTH AMERICA.

along it will not be above 368 feet, while the distance by each from the province line at Bay Verte, to the Restigouche River (the northern limit of New Brunswick) will be as nearly as possible the same, there being only a difference of one mile in these two routes through this province.

The rocks composing this chain of mountains are granite, various kinds of slates, grauwacke, limestone, sandstone, &c.

5. The fifth and last obstacle to be overcome, and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the river St. Lawrence, in a very irregular line, but at an average distance from it of about 20 miles. It occupies, with its spurs and branches, a large portion of the space between the St. Lawrence and the Restigouche River. The rocks and strata composing the range are of the same character and kind as the Tobique range. The tops of the mountains are as elevated in the one range as in the other.

The exploring parties failed in finding a line through this range to join on to the direct line through New Brunswick, but succeeded in carrying on the Eastern or Bay Chaleurs route, owing to the fortunate intervention of the valley of the Metapediac River.

The line which tried and failed was across from the Trois Pistoles River, by the heads of Green River, and down the Pseudy, or some of the streams in that part, running into the Restigouche River.

A favourable line from the Trois Pistoles was ascertained along the Eagle Lake and Torcadi River, as far as the Rimouski, and it is probable that by ascending this river, and descending the Kedgwick River, this line (route No. 4) could be completed.

But it is most improbable that it could compete in favourable grades with the Metapedia.

It will be allowing it sufficient latitude to suppose it will be equal in engineering merits, and that if accomplished it will give the route No. 4 an apparent advantage of 40 miles in distance.

A very striking characteristic in the geological formation of North America, and which has been noticed in the writings of persons who have described the country, is the tendency of the rock strata to run in parallel ridges in courses north-easterly and south-westerly.

On referring to the General Map No. 1, and confining the attention more particularly to that portion of country east and north of the St. John River, through which any line must pass, this general tendency cannot fail to be remarked.

The river St. Lawrence, the main Restigouche River and intermediate chain of mountains, the Tobique River and mountains, and all the streams in New Brunswick (the main trunk of St. John, and a branch of the Miramichi excepted).

The Cobequid Range, the Bay of Fundy, and the high and rocky range along the Atlantic shore have all this north-east and south-western tendency.

It will be evident, therefore, that any line from the coast of Nova Scotia to the St. Lawrence has a general direction to follow, which is the most unfavourable that could have occurred for it, having to cross all these mountain ranges, streams, and valleys at right angles nearly to their courses.

The lines explored for the direct route through New Brunswick were obliged, on this account, to keep the elevated ground crossing the upper parts of the streams.

By so doing a line was found to the Restigouche, which may be considered just within the limits of practicability, but having very unfavourable summit levels to surmount.

And the peculiar formation of the strata and general course of the valleys and streams renders it most improbable that any further explorations to improve this direct line through New Brunswick would be attended with much success.

Very fortunately for the Eastern line, one of the branches of the north-western Miramichi presented itself as an exception to the general tendency, and enabled that line to reach the coast of the Bay Chaleurs.

The distance across in a direct line from the coast of Nova Scotia to the St. Lawrence has been stated at about 360 miles, forming the difficult and unfavourable portion of the line. When the St. Lawrence mountains are passed, then the tendency of the strata and courses north-easterly and south-westerly becomes as favourable for the remaining 200 miles along that river as it was before adverse.

The general character of the ground between the St. Lawrence River and the mountains, is that of irregular terraces or broad valleys rising one above another by steep short banks, having the appearance as if the river had at some former periods higher levels for its waters.

The streams run along these valleys parallel with the course of the St. Lawrence until, meeting some obstruction, they turn suddenly off and find their way over precipices and falls to the main river.

Having described such of the physical features of the country which form obstacles in the way of the lines under consideration, it is proper next to describe those features and other resources which are advantages, and should be sought for by competing lines.

The geological systems which prevail through the intermediate country to the mountain ranges are the carboniferous and new red sandstone.

They include large deposits of red marl, limestone, gypsum, freestone of excellent quality for building purposes, and extensive beds of coal. Indications of the latter are met with in abundance from the banks of Gay's River (20 miles from Halifax) up to the Restigouche River, and along the shores of the Bay Chaleurs.

Wherever these systems and minerals are found a strong and productive soil, favourable for agricultural pursuits and settlement, is sure to accompany them.

The surface of such a country, too, is generally low or moderately undulating, and therefore the more of such a district that a line can be led through the better for it.

In Nova Scotia, this formation occupies its northern section, and amounts to nearly one-third of its whole area. It then extends all over the southern and eastern parts of New Brunswick.

In this respect, therefore, the route No. 2 has a decided advantage.

The greatest and most valuable coal-field is that of Pictou.

It is situated on the south side of that harbour. The exact extent of the bed is not known, as it is broken by a great (geological) fault. It occupies, however, an area of many square miles.

The coal is bituminous, of good quality, and the veins of most unusual thickness.

Mines in it are extensively worked, and large exports from them are made to the United States. Iron ore is abundant.

This is an advantage in favour of the Whitehaven and direct route.

The next great coal district is the Cumberland field, and it is second only in importance to that of Pictou.

It is supposed to extend from the Macon River, west of Amherst, over to Tatmagouche, in the Straits of Northumberland.

Some mines in it have been recently opened, and promise to be very productive.

The line No. 2 passes over this field for miles, and may be considered, from that circumstance, as not being deprived altogether of an advantage possessed by the other route.

The great agricultural capabilities of the eastern counties of New Brunswick have been described in the reports of Mr. Perley, the Government Emigration Agent, which were presented to the New Brunswick Legislature in February, 1847, and ordered to be printed.

One most important object to be attained by the construction of the railroad is the settlement of the public lands, and the encouragement of emigration from the mother-country.

As bearing very strongly upon this point, in the choice of the best direction for the line, I subjoin the following extract taken from Bouchette's Work on Canada, vol. i., page 331. It is a quotation made by him from "The Commissioners' Report of 1821."

"The Bay of Gaspé, and particularly the *Bay des Chaleurs*, are susceptible of the most improved agriculture. For the establishment of emigrants no part in Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the province were afflicted with a famine from the destruction of the harvest by frost, no such inconvenience was experienced at Paspébiac, nor at any other place within the level tract above mentioned."

The tract alluded to here is not clearly defined by the quotation, but it is supposed to mean the whole district along the south shore of the Bay Chaleurs.

This tends to show the effect produced by the vicinity of the sea, in moderating the temperature and saving the crops from untimely frosts. In this respect, therefore, the line No. 2 has an important advantage over the one through the central and more elevated land of New Brunswick.

As the interior is approached, and the distance from, as well as the elevation above, the sea increases, the danger to crops from cold nights and early frosts also increases.

In the Madawaska Settlement, and on the Upper St. John River, great failures of crops have occurred from this cause, and wheat and potatoes are very liable to be destroyed.

From the Bend of Petitcodiac to the St. Lawrence, a distance of upwards of 300 miles, the direct line would pass through a perfect wilderness, with not a single settler on the whole line, except a few at or near to Boistown.

Leaving engineering difficulties for the moment out of the question, the cost of construction would be materially increased by the extra difficulties attendant on the transport of necessary materials, and in supplying with food the labourers and others engaged on the line.

The disadvantage is not shared by the second route, which can be approached in numerous places along the Gulf shore by means of bays and navigable rivers.

The direct line No. 4 will not have such advantages to present to settlers as the second. On the contrary, if adopted, it might be found necessary to incur expenses, for the establishment of small communities along the line, to repair and keep it open.

The facilities for external as well as internal communication, and other advantages arising from commerce and the fisheries, which will be developed by the Eastern line (and entirely wanting along the direct route), will, it is fully expected, make its vicinity eagerly sought for by settlers, and that it will, in the course of no very great length of time, lead to the extension of that long-continued village which now exists with but little exception from Quebec to Metis (200 miles), from the shores of the St. Lawrence to the Atlantic Ocean.

An important item bearing upon the consideration of the best route is the present distribution of the population in New Brunswick and Nova Scotia.

In illustration of this part of the subject, and to afford a better idea of the nature of the country than can be given by a merely outline plan, a model map (No. 3) has been prepared, showing the whole course of the lines (routes Nos. 2 and 4) from Halifax to the St. Lawrence, and by the latter over the Trois Pistoles River, beyond which the line is continued through a level fertile and densely-peopled district to Quebec.

The red line shows the proposed route No. 2: the Halifax and Eastern or Bay Chaleurs line.

The black line shows the direct route, No. 4, from the Bend of Petitcodiac.

The yellow tint shows the present settlements.

The green is the wilderness of uncleared forest, unsettled, and the far larger portion of it still ungranted and waiting for occupation.

It must be premised that a branch railway from the city of St. John is contemplated to pass up the Valley of the Kennebecasis, and connect with the main trunk at the Bay of Shediac.

The survey of this line, ordered by the Provincial Government, is in progress; and from the latest information received, the line promises most favourably.

The total population of New Brunswick has been estimated to amount, at the beginning of 1848, to 208,012, distributed in the proportions as under:—

County of Restigouche	4,214	
„ Gloucester	10,334	
„ Northumberland	19,493	
„ Kent	9,769	
		43,810
„ Westmoreland and Albert	23,581	
„ Kings	19,285	
„ St. John	43,942	
		86,808
„ Queens	10,976	
„ Sunbury	5,680	
		16,656
„ York	18,660	
„ Carleton	17,841	
		36,501
„ Charlotte		24,237
Total		208,012

Of these, the first four, amounting to 43,810, are on the line of the proposed route No. 2, and will be entirely thrown out by the adoption of the other.

Campbellton, Dalhousie, Bathurst, Chatham on the Miramichi, and Richibucto—sea-ports and shipping places of consequence on the Gulf shore, all of them susceptible of the greatest development, will be left isolated and cut off.

These ports are ice-bound during the winter months; and railway communication will be to them of the greatest importance.

It will affect most materially the interests of the city of St. John, and the receipts upon their branch railway.

It will affect also most sensibly the receipts of the main trunk line.

Along the south bank of the St. Lawrence, from Quebec to Metis, there are settled along it, in what can be only compared to one continued village for 200 miles, 75,000 inhabitants.

Of these also a large population, probably 12,000 in number, residing between the Rimouski and Metis River, will be deprived of the benefit of the railway if the direct line be adopted.

To counterbalance the serious detriment which would thus be caused, this line would diminish the length of the branch line likely to be made to connect it with Fredericton, which is the seat of Government, and contains about 6000 inhabitants.

The population of Nova Scotia may be estimated to be about, viz.:—

City of Halifax and County	40,000
County of Cumberland	10,600
„ Colchester	14,900
„ Pictou	30,300
„ Sydney and Guysborough	23,200
Remaining Counties	111,260
Total	230,200

The population of Cape Breton is estimated at 49,600.

Of the above, if the Whitehaven and direct route be adopted, the city of Halifax and county, amounting to 40,000, will be excluded from the benefit of the line.

If the Halifax and Eastern line (route No. 2) be adopted, then the population of Sydney and Pictou, amounting to 53,500, will be excluded.

To the population in the southern or remaining counties (111,200), the Halifax route will be of essential benefit.

From the other route they would derive no advantage whatever.

It is now proposed to give an account of the explorations and their results.

The dotted lines on the General Plan, No. 1, show where these were made, and the courses taken.

In the season of 1846, the Cumberland Hills were very carefully examined; sections with the theodolite were made, and barometrical observations taken, to ascertain the lowest and most favourable point for crossing them.

The line which had been cut out and explored for the military road was followed from the Bend of Petitcodiac to Boistown.

From Boistown the general course was followed, and levelled as far as the Tobique River, but the country was so unfavourable that new courses had to be constantly sought out.

A new line altogether was tried from the Tobique, as far as the Wagan Portage.

The results deduced from the observations and sections proved this line to be quite impracticable for a railway.

Whilst the line was being tried, other parties explored from Newcastle on the Miramichi River, over to Crystal Brook on the Nipisiguit, the valleys of the Upsalquitch and its tributaries, and as far as the Restigouche River.

The country at the upper waters of the Nipisiguit, and the whole of the Upsalquitch valleys, were found to be rough, broken, and totally impracticable.

The result of this season's labours went to show, that the best, if not the only, route that would be likely to be practicable, would be by the North-west Miramichi to Bathurst, and then along the Bay Chaleurs.

During the winter, a small reconnoitring party (on snow shoes) was sent up the Metapediac Valley, as far as Metallis Brook, and they made their way across the country, from thence to the mouth of the Torcadi River on the Rimouski.

Their report on this line was rather favourable, and had there been any necessity for it, it would have been more fully explored the next season (1847).

As soon as this was sufficiently advanced to admit of the parties entering the woods, the explorations were resumed.

A grade line was carried over the Cumberland Hills. It was cut out through the woods, from the foot on one side to the foot of the slope on the other, a distance of 10 miles, and carefully levelled with a theodolite. This proved it to be quite practicable.

The exploration of the Eastern line was again taken up.

It was commenced at the head of the tide, on the south-west of Miramichi, and was carried up the valley of the north-west Miramichi over to and down the Upsalquitch River to Bathurst, and along the shores of the Bay Chaleurs to the Restigouche, up the Metapediac to the Metis, and along the bank of the St. Lawrence to the Rimouski and Trois Pistoles River.

The result of this exploration was so satisfactory that the party engaged upon it returned by the same route, surveyed it, and took the levels along it back to the Miramichi River.

An exploratory line was then cut through the greater portion of the flat and generally level country between this river and the province line at Bay Verte.

An examination of the country was made from the Trois Pistoles River along the St. Lawrence to Quebec, which, with what had been done in Nova Scotia, during this and the former season, completed the whole of one good and favourable line from Halifax to Quebec.

The details are given in the accompanying Report, Appendix, No. 1; General Plan, No. 1; Model Map, No. 2; and Book, containing exploratory sheets, No. 16, containing plans and sections of the whole route, and comprises the line recommended to be adopted.

Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such a line. To this end large parties were employed the whole season.

One party explored, cut, and levelled a line the whole way between the Napadagan Lake and the Restigouche River, a distance of 96 miles.

The line explored was a very great improvement upon the one of 1846.

It is considered to be so far satisfactory as to prove that a line for that distance can be found which would be within the limits of railway gradients.

The details are given in the Assistant-Surveyor's Report, Appendix No. 2, with three exploratory sheets, Nos. 17, 18, 19, containing plans and sections of the ground passed over.

A large party was engaged in trying to find a line from Trois Pistoles River on the St. Lawrence, through the Highlands to the Restigouche River, for the purpose of connecting on to the New Brunswick party. The winter overtook them whilst still embarrassed in the Highlands at the head waters of the Green River.

The dotted lines on the General Plan, No. 1, will show their attempts.

A line was tried up the valley of the Abersquash, but it ended in a *cul-de-sac*. There was no way out of it.

A second line was carried from Trois Pistoles over to Lac-des-Isles, Eagle Lake; and by the middle branch of the Tuladi River, the north-west branch and head waters of the Green River were gained.

But this point was not reached, except by a narrow valley or ravine of four miles in length.

A theodolite section was made of it, and it was found to involve a grade of at least one in forty-nine, and to attain that, heavy cuttings at one part, and embankments at another, would be necessary.

There is no occasion at present to enter upon the discussion of whether this should condemn a whole line for having attained the Forks; at the head of the main Green River no way was found out of it, and this explored line, like the first-mentioned, must be considered to have ended in a *cul-de-sac* also.

Further details are given in the report of Mr. Wilkinson, the surveyor entrusted with the more immediate charge of this part of the line, in Appendix, No. 3, with sketches attached to it.

It is just probable that a line might be found by way of the Kedgwick River and the Rimouski, as far as the mouth of the Torcadi River. From which, to the Trois Pistoles, there was ascertained to be no difficulty.

But as the advantages in every way, except distance, are so much in favour of the Eastern line, it would only be incurring delay, and perhaps useless expense, in further explorations of this part of the country.

In the Report (Appendix, No. 3) there is a third route suggested for examination and trial, viz., by one of the lower branches of the Green River and the Squattock Lakes.

Whether successful or not it is liable to the objection of approaching the frontier of the United States.

There remains to be noticed the exploration for a line of railway from Whitehaven, on the eastern coast of Nova Scotia, towards Pictou and Bay Verte.

This was rendered necessary in consequence of the suggestion made by Captain Owen, R.N., to make Whitehaven the Atlantic terminus of the railway.

The details of this exploration are given in the accompanying Report, Appendix No. 4, and exploratory sheets, Nos. 20, 21, 22, and 24.

Engineering difficulties and expensive cuttings occur on this route.

From the commencement in the harbour of Whitehaven, the line must pass along a barren and rocky coast for upwards of 30 miles to Country Harbour, before it can turn off towards the interior. And it cannot do this and get clear of the sea-shore without the necessity of making a tunnel of about a mile in length through a ridge of whinstone.

Again, at the falls of the St. Mary River there will be required a tunnel of a quarter of a mile, and a viaduct across a valley of about 500 feet in length.

The summit level occurs between Lake Eden and Beaver Lake, and is 400 feet above the sea.

At Grant's Bridge, on the East River, for nearly three miles in length, there would necessarily be several expensive cuttings through rocks of sandstone and limestone.

The length of this line from Whitehaven to Bay Verte is estimated at 181 miles. From Halifax to the same point is 124; leaving a difference of 57 miles.

If the direct route No. 3 could be established, it would add 17 miles to the trunk line.

But as it is not to be supposed that Halifax, the capital and great commercial city of the province, would in such a case allow itself to be excluded from the benefits of the proposed railway, then it would involve, in addition to this 17 miles of trunk railway, a branch line of probably 90 miles.

Or if the Eastern Bay Chaleurs line through New Brunswick be added on to it, as in route No. 5, then it will involve no less than 57 miles extra of trunk line, and the same necessity for the branch line of 90 miles mentioned.

To compensate for such disadvantages, it must be shown that Whitehaven has the most paramount claims to be selected as the Atlantic terminus, in preference to Halifax.

The harbour of Whitehaven is 120 miles nearer to England by sea than Halifax; equivalent to, in ocean navigation by the steamers, 10 hours.

This, it is readily conceded, is a very great advantage; and were there no drawbacks or other considerations in the way, it would be quite sufficient to give that port the preference.

It is a well-known fact, however, that there is a time and season in the year when the Cunard steamers cannot keep their direct course to Halifax even, but are compelled by fields of ice to keep to the southward, and sometimes pass to the south of Sable Island.

During this time, which occurs in the spring of the year, and may last for two or three months, there would be some risk in their making direct for the more northern port of Whitehaven. And if for these three months the steamers were obliged to make Halifax their port, then for that time the Whitehaven line would be useless.

In respect to the advantages which it is said to possess, of remaining open all the year round, it is not quite clear that it does so.

From inquiries made on the spot in the summer of 1847, Captain Henderson learned that the preceding winter the harbour had been frozen over entirely, five to six inches thick,* and that it was sometimes blockaded up and much incommoded by ice.

Subsequently, however, and during this winter, when the objects of the inquiries made there in the summer became known, and the advantage of the railway spoken of, a statement accompanied with affidavits was forwarded, with a view to counteract the effect of the information given to Captain Henderson and the parties exploring there.

They are given in the Appendix No. 5 to this Report.

They tend to show that though the immediate entrance to the harbour may be, and generally is clear, yet that large quantities of floating ice find their way through the Gut of Canso, and by Cape Breton, which pass off in a southerly direction, crossing the direct path of steamers and vessels from Europe.

The coasting vessels keeping in shore are not so liable to be molested by it.

The harbour is admitted to be a fine sheet of water, but it does not and cannot vie with Halifax, either in appearance or capacity.

Referring to Lieutenant Shortland's Report, Appendix No. 5, who made a survey of it in obedience to the directions of Captain Owen, R.N., it appears that it is not free from the objection which is made against the port of Halifax, and is its only drawback, viz., the prevalence of fogs.

Lieutenant Shortland says, "that in foggy weather the harbour (Whitehaven) is difficult to approach, especially to a stranger, as the soundings in shore are very irregular, and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

"From the fishermen and small coasters I understand the currents round the point are

* Vide Appendix No. 5.

uncertain, and generally depend upon the wind, though the prevailing current is to the westward.

"I experienced this current in a boat when I visited the outer break; it was then setting to the westward, at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction, the breeze was from the eastward and light, though it had previously blown hard from the same point.

"We also on our passage from Halifax to Canseau, during a fog, with the wind from the south-west, experienced an easterly current; but the land once made, the harbour is easily attained, especially by a steamer."

This can scarcely be considered a favourable report of its advantages as a harbour intended for the great Atlantic terminus.

Accommodation and safety for a fleet of merchantmen could be expected there, as is to be found at Halifax.

To make it a safe approach, Lieutenant Shortland continues thus:—

"A judicious arrangement of fog-signals and lighthouses with buoys, on the principal dangers, and a good survey with the sea soundings well laid down, would make the approach in the night, or during fogs, attended with small danger to a careful seaman."

One of the undoubted results of the railway will be to make Halifax, if it be made as it ought to be, the Atlantic terminus, the great emporium of trade for the British provinces and the Far West.

Whitehaven has not the capacity for this, and in winter it is evidently dangerous for sailing-vessels; and the selection of it as a terminus would be to exclude Halifax altogether, or to compel the formation of a branch railway of 90 miles in length, in addition to 57 miles of trunk railway.

It involves also the necessity of making expensive arrangements; lighthouses must be built, depôts for the supply of the steamers must be made, fortifications must be erected, and accommodation for a garrison provided. For the terminus of a great line of railway would need protection in time of war.

At present there are only a few fishermen's huts.

The probable saving of 10 hours of time in an ocean voyage which varies even with the Cunard steamers from 9 to 18 days, is not of such all-absorbing magnitude as to entail, by the choice of the terminus, such a fearful amount of extra expense and inconvenience to a whole province.

At a more advanced period, perhaps, when the provinces have attained all the prosperity they have a right to expect from this and other great works which would follow as surely as effect follows cause, then it may be time to consider the propriety of making a branch to Whitehaven.

Its selection now as the terminus would most materially affect the receipts to be expected from the traffic.

Whitehaven, therefore, with its longer and more expensive line of railway, full of engineering difficulties, passing for miles through a district of country, rocky, barren, and unfavourable for agriculture, benefiting a comparatively small proportion of the inhabitants, to the exclusion of the capital and the greatest amount of the province; or else involving the necessity of making a branch line of 90 miles in length, is decidedly recommended to be rejected.

And the city and harbour of Halifax (one of the finest in the world) is recommended to be selected as the Atlantic terminus for the proposed line of railway.

That part of the direct route (Nos. 3 and 4), viz., the line from the Bend of Petitcodiac by Boistown to the Restigouche and the St. Lawrence, crossing the range of New Brunswick mountains, having to surmount two summit levels of 1216 and 920 feet, causing heavy grades, and increasing materially the cost of transport; passing through a totally unsettled and wilderness country; involving greater difficulties in the transport of the materials necessary for its construction, and supplying food to the labourers engaged in its formation; excluding the towns and settlements on the Gulf shore, and so preventing the development of the vast resources of the country to be derived from the fisheries; and also inflicting a serious loss to the interests of the main line, and to the intended branch from the city of St. John in New Brunswick, is, notwithstanding its one great advantage of diminished distance, recommended most strongly to be rejected.

And the route No. 2, from Halifax to Truro, at the head of the Bay of Fundy, passing over the Cobequid Hills, and on or near to Amherst and Bay Verte, crossing from thence over to the rivers Richibucto and Miramichi above the flow of the tide, so as not to interfere with their navigation; then by the valley of the north-west Miramichi and Nipisiguit River to Bathurst; then along the shore of the Bay Chaleurs to the Restigouche River; then by the valley of the Metapediac over to or near to the River St. Lawrence; then by the route as shown in the General Plan No. 1, along the banks of the St. Lawrence to Rivière du Loup, and from thence continued through either the second or third concessions along the river until it approaches Point Levi, is recommended as the best direction for the proposed trunk line of railway from an eastern port in Nova Scotia through New Brunswick to Quebec.

It combines in the greatest degree the following important points:—

1st. The immediate prospect of direct, as well as the greatest amount of remuneration for the expenditure to be incurred; the opening up a large field for provincial improvements for the settlement of emigrants, and by affording the opportunity in addition to internal, of external communication, by means of the Gulf of St. Lawrence and the Bay Chaleurs, it will tend to develop in the highest degree the commerce and the fisheries of the Province of New Brunswick.

2nd. Passing along the sea-coast for a great distance, and capable of being approached at several points by bays or navigable rivers, it possesses the greatest facilities for construction, tending to reduce the expense, and by its more favourable grades also the cost of working and subsequent maintenance.

3rd. By passing over a less elevated country, and at the least distance from the sea, there will be less interruption to be apprehended from climate, whilst the more favourable grades will increase the efficiency and rapidity of intercourse.

4th. Passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance of security from attack in case of hostilities.

The best general direction for the proposed trunk line of railway being admitted to be that of route No. 2, viz., the Halifax and Eastern, or Bay Chaleurs route, some additional remarks may be made upon its peculiar advantages, as well as upon the few engineering difficulties which occur and in explanation of the plans and sections forwarded.

The details of the line are given in the Appendix No. 1. The plans referred to are the General Plan No. 1, the Model Map No. 2 (which should be stretched out on the floor to be properly viewed), and the book containing 15 exploratory sheets of plans and sections, which relate exclusively to this line.

The city of Halifax is situated on the western side of the harbour, whilst the best site for the terminus is on the opposite shore at Dartmouth.

The distance to Quebec from the latter will be four miles shorter than from the former; and one great advantage is, that its shore line is as yet comparatively free from wharves and commercial establishments, and an extensive terminus can be formed there at less expense and inconvenience than on the Halifax side, where the Government dockyard and private establishments would interfere materially in the selection of a good site for it.

At Dartmouth it is expected that vessels entering the harbour will be able to unload at the railway premises, or probably into the railway cars, whilst an equally good terminus is to be had at Point Levi, opposite to Quebec. The same railway cars, loaded from the ships in harbour at Halifax, will thus, after running an uninterrupted course for 635 miles, be delivered of their contents into the boats if not intot he holds of vessels in the River St. Lawrence. The same can of course be done from the River St. Lawrence to the vessels waiting in Halifaxharbour.

Such an uninterrupted length of railway, with such facilities at its termini, will be, it is believed, unequalled in the world.

In the transmission of goods and merchandize this will be a most favourable point in competing with rival lines. The American railways, especially along the Atlantic States, are constantly interrupted, and passengers have to transfer themselves not only from cars to steam-boats, but sometimes from one set of carriages to another set, in waiting for them on opposite banks of a river.

In Nova Scotia the passage over the Cobequid Hills cannot be effected without heavy grades of 1 in 79 and 1 in 85; but as these occur, the one ascending and the other immediately descending, and only for 10 miles, the inconvenience can be easily got over by affording an assistant engine for the goods' trains at that part. No engineering difficulties are expected to occur from this up to the Restigouche River.

It is necessary, however, to make some remark in reference to the sections shown in the Book Exploratory, sheets 6 and 7, comprising that part of New Brunswick lying between Shediac and the North-west Miramichi.

The whole of this portion of the country is believed to be generally low and flat, with occasional undulations. The section run through it in the previous season of 1846, towards Boistown, confirmed this impression.

Its exploration and examination, therefore, was left to the last, and it was not until the really formidable-looking obstacles had been explored and successfully got over, that the attention of the parties was turned to it.

As at this time the season was rapidly closing, the exploring parties were directed to cut straight lines through it, as the best means of obtaining the general altitudes and a knowledge of the country. No attempt was made to contour the hills. The sections, therefore, in these two sheets are not grades for the railway, but of the ground passed over by the straight lines. With the exception of the immediate banks of the St. Lawrence, this is expected to prove one of the easiest portions of the line.

When the line reaches the mouth of Eel River, it cannot proceed direct on to Dalhousie, but must turn off up the valley of that river.

Two courses are afterwards open to it, one to turn off through a valley, by which it can soon gain the Restigouche, the other to proceed on to the head waters of Eel River, and then turn down to that river. Which is the best of these two routes can be better determined when the detailed surveys of the route are made.

The most formidable point of the line is next to be mentioned, this is the passage up the Metapediac valley.

The hills on both sides are high and steep, and come down either on the one side or the other, pretty close to the river's bank, and involves the necessity (in order to avoid curves of very small radius) of changing frequently from one side to the other. The rock, too, is slaty and hard. From this cause, 20 miles of this valley will prove expensive, but the grades will be very easy.

About 14 bridges, of an average length of 120 to 150 yards, will be required up this valley. There is also a bridge of 2000 feet long, mentioned in the detailed report as necessary to cross the Miramichi River.

But bridging in this country is not the same formidable affair that it is in England.

The rivers are nearly always shallow, and the materials, wood and stone, are close at hand.

The bridges in the United States, on the best lines, are built of wood on the truss-work principle, with stone piers and abutments.

On the Boston and Albany lines, and on many others in the New England States, the bridge generally used and approved of is known as "Howe's Patent Truss Bridge."

The cost of this kind of bridge, as furnished by the parties who have purchased the patent, is as follows:—

		Dollars.		£.	s.	d.	
For spans of 60 feet, single track,		11	per foot =	2	5	10	sterling
100	„	18	„	3	15	0	„
140	„	21	„	4	7	6	„
180	„	27	„	5	12	6	„
200	„	30	„	6	5	0	„

The cost for double track would be about 55 per cent. additional.

The price includes the whole of the superstructure ready for the rails, but not the piers and abutments.

The bridge over the Connecticut River at Springfield is built on this principle; it has seven spans of 180 feet each, and the sill of the bridge is 30 feet above low water. On other lines the same kind of bridge is used, but no iron-work is permitted (the unequal expansion and contraction of this metal is objected to), and the addition of an arch is introduced.

A bridge built on this principle on the Reading Railroad, 1800 feet long, cost 40,000 dollars, equivalent to 8330*l.* sterling.

Soon after passing the valley of the Metapediac, the great obstacle of the St. Lawrence chain of mountains is got over, and the line may range away towards Quebec. Having, however, occasionally a river or ravine to cross, whose passage requires consideration.

At the Trois Pistoles, the stream in the course of ages has worn out a very awkward and deep ravine. The bank on one side is generally steep and abrupt, whilst that on the opposite is low and sloping away back for a long distance, before it again reaches the height of the table land.

The most favourable site for crossing it occurs at about 11 miles from the St. Lawrence, where the two banks become nearer to each other, and are more equal in height.

At this point the breadth of the stream is 100 feet at bottom. The width between the banks at top 500, and the depth is nearly 150 feet. The banks are rocky. Though formidable, it is by no means impracticable.

On the New York and Erie Railway there is a bridge whose roadway is 170 feet above the bottom of the ravine, which it crosses by one span of 275 feet. Its cost was 5200*l.*

From Rivière du Loup to Quebec, the railway might, but for the snow, be carried almost at a surface level.

Through the whole of New Brunswick, for 234 miles, and through Lower Canada as far as Riviere du Loup, 167 miles, there will be found along the line abundance of timber and stone (including limestone) of the best quality for building purposes. There will be found also, in New Brunswick more especially, abundance of gravel for the superstructure.

In Nova Scotia, the railway will have to pass with but little exception through land which has been sold or granted away to individuals. The exception will be the other way in New Brunswick. It will be seen, on reference to the model map, that it approaches the settlements between Bay Verte and Shediac, and skirts along the Bay Chaleurs.

In Canada, from the mouth of the Metapediac to the Trois Pistoles, it runs through still ungranted land. But for the last 110 miles between Rivière du Loup, it runs through a densely settled country.

Until the detailed surveys are made, and the precise location of the line marked on the ground, it will be impossible to state precisely the exact number of miles it will pass through Crown land.

If the following estimate be taken, it will not be much out:—

In Nova Scotia	15 miles,
New Brunswick . . .	200 „
Canada	160 „
Total . .	375 miles.

The following synopsis will show approximately the quantities of ungranted land in the counties through which the line passes:—

In Nova Scotia.

	Acres.	
Halifax County . . .	780,000	
Colchester	120,000	
Cumberland	180,000	
		1,080,000

In New Brunswick.		
Westmoreland County . .	301,000	
Kent	640,000	
Northumberland . . .	1,993,000	
Gloucester	704,000	
Restigouche	1,109,000	
		4,747,000
In Canada.		
Bonaventure	2,000,000	
Rimouski	5,000,000	
Kamouraska	500,000	
L'Islet	600,000	
Bellechasse	500,000	
		8,600,000
General Total . . .		14,427,000

The land for the railway will have to be purchased in Nova Scotia for nearly its whole course, and in Canada for the 110 miles mentioned.

The latter, however, it is expected, will cost very little more than the expense which it would be necessary to incur in cleaning, getting out the stumps, and preparing the wild lands for the railroad.

No part of the line will ever be at any great distance from Crown lands; but it will be a question of detail for this part as well as for the Nova Scotia section, whether it will be more advantageous to cut and convey from them the timber and materials required, or purchase them.

The direction of the proposed line being determined upon, the next points which present themselves for consideration are, the character of the road and method of construction.

In the first instance, it is considered that one line of rails will be sufficient; but in taking ground for the railway and stations, and wherever the line passes, regard should be paid always to the prospect of its being made at some future time a double track. And in the anticipation of a heavy traffic, which there is a fair prospect of soon passing along it, and with a view to ultimate economy, as well as the saving of much inconvenience, it is recommended that the road (being intended for the great trunk line) should be constructed at once in a substantial and permanent manner, with a good heavy rail, capable of bearing high rates of speed for passenger trains.

On all the principal lines of railway in the United States, the flat iron bar is everywhere being discarded, and the H or T rail, generally of 56 lbs. to the yard, is being substituted for it.

On several of the lines also a double track is being made, and the works constructed are of a more permanent character than formerly.

Much has been said in praise of the cheap method of making railways in America, and the advantages to be derived from it in a new country.

As an example of this system, and its practical results, the Utica and Syracuse Railway may be here quoted.

This road is 53 miles in length, and forms part of the Great Western line, connecting Albany on the Hudson River, with Buffalo on Lake Erie—one of the principal lines in the country.

In its construction more than a usual amount of timber was used. For a considerable portion of its length (upwards of 19 miles) it passes through a deep swamp. Piles were driven into this, to support a long continued trestle-bridge, over which the railway track was carried upon longitudinal bearers.

For the other 33 miles the grading was made in the usual manner by excavations and embankments: but the superstructure was of wood.

Upon the grading in the direction of its length, a small trench was excavated, and a sill of wood was firmly bedded in it. Where the sills abutted end to end, they were supported by a piece of wood of the same section laid beneath them. At right angles to and upon the upper surfaces of the sills were spiked cross-ties, and again, at right angles to the cross-ties, and immediately over the sills, were laid the longitudinal wood-bearers, to which the iron plates were firmly spiked. The centre of the rail and sill were in the same vertical plane.

Thus everything was done for economy, as much wood as possible being used. This railway for its construction and equipment cost on an average only 3600*l.* per mile.

It was thought worthy, in 1843, to publish an account of it in London, and it forms the chief subject of a volume thus entitled "Ensamples of Railway Making, which, although not of English practice, are submitted to the Civil Engineer and the British and Irish Public."

The following Report is extracted from the Annual Statement of the Secretary of State to the Assembly of the State of New York, dated 4th March, 1847:—

"The Syracuse and Utica Railroad has been opened for the transportation of passengers for the last eight years.

"The company having determined to relay the road with an iron rail of the most improved form, have contracted for a considerable portion of the iron necessary, and are proceeding with the intention of laying a substantial structure adequate to the proper performance of the business required.

	Dolls.	Cts.
" The present wood structure has cost the company . .	417,075	55
" The iron now laid thereon is the flat bar and will be useless, and therefore will be sold. It is hoped that there may be derived from the sale of it	80,000	00
" Leaving the sum of . . .	337,075	55

which has been expended for the cost of the wood structure, which, in addition to a large annual amount for repairs, will be practically worn out, sunk, and gone, when the new structure is laid and used. The new structure, it is supposed, will cost about the same as the former, towards which, it is hoped, the old iron will pay as above, 80,000 dollars, leaving the sum of about 300,000 dollars to be raised by the company on its credit.

" This will, when paid, reimburse the capital of the company for the equivalent amount, which has been appropriated to the worn out structure. In addition to the cost of the new structure, there will be required a considerable sum for new engines, cars, &c. The demand upon the company for the transportation of property at the close of the canal, has entirely exceeded its capacity to do this business. Property destined for sale in the eastern markets in large quantities, was stopped at most points upon the line of railroad contiguous to the canal. Being practically confined to the winter months in this branch of business, it cannot be expected that the company could provide a supply of cars for this sudden and extraordinary demand, when they must stand idle and go to waste during two-thirds of the year.

" When the road shall be relaid with the proposed iron rail, the public will require that the trains shall be run with increased speed. In relation to this subject, it is deemed proper to refer to the following suggestions contained in the report of this company made last year :—

" Very great embarrassment is experienced from the fact that cattle are allowed to run at large, and to impede and so often delay trains as at present. It is a serious matter, and unless more care shall be bestowed by the owners in restraining them, either at their own suggestion or in pursuance of some proper law to be passed, it will be found very difficult to make good time upon this line. A part of our business must be always done in the night, and it is then we experience the great hazard. The trains are frequently thrown off by them, and the danger to the persons in charge and to the passengers is imminent. The owners always insist upon pay for their animals destroyed, without reflecting upon the great damage that they cause to the property of the company, and the more fearful injury that might ensue to passengers. If the owners will not take care of them it is impossible to keep them off. In Massachusetts much less difficulty in this respect is experienced, for their, it is believed, a penalty is incurred by the owner of domestic animals that go upon the railroad. Our business is conducted with all possible care in this respect, and the enginemen suitably feel the risk of life or limb (which to them is almost as important) that they incur from the growing evil.

" A very proper law in this State has guarded the public and the company against direct wanton injury to the trains by individuals. It is submitted that negligence in allowing animals to run upon the railroads should be prevented by some suitable restraints."

Some of the inconveniencies arising from a cheap railway may be learnt from this report.

At this time the total amount spent upon its construction appears from the same report to have been 1,098,940 dollars, equivalent to 4520*l.* sterling per mile.

The new superstructure, it was supposed, would cost about the same as the former, viz., 417,075 dollars, or about 1640*l.* sterling additional, which will make the price of this railway when completed as intended, 5960*l.* per mile.

In other parts of the States where these trestle-bridge or skeleton railways have been made, instances have been known of the locomotive slipping down between the rails, which have warped outwards.

With a view, therefore, to ultimate economy, and to save inconvenience and interruption to the traffic when once established, it is most strongly recommended that the line whenever commenced shall be at once properly and efficiently made.

In determining the form of the road, it is necessary to bear in view that it will pass through a country everywhere liable to be obstructed by heavy falls of snow. It does not appear, however, from the results of inquiries made in the United States, that anything beyond inconvenience, and some additional expense in the cost of working the line, is to be apprehended from this cause.

The railway from Boston to Albany, which crosses the range of mountains between the Connecticut and Hudson rivers, attaining upon them an elevation of upwards of 1400 feet above the sea, to which it ascends by a grade of about 80 feet per mile for 13 miles. Traverses a country subjected to the same sort of winter as the British North American Provinces.

The average depth of snow in the woods is from 3 to 4 feet, which is not much less than it is in the woods of New Brunswick and Canada.

In 1843, a year remarkable for the great number of snow storms which occurred, there was 63 falls of snow, but the traffic was not interrupted to any very serious extent, not more than two or three trips.

To keep the roads clear, two descriptions of snow-ploughs are used, one for the double track and another for the single. In the former the *share* of the plough travels immediately over the inner rail, throwing the snow outwards from the track. It is first used on one track, and then runs back upon the other.

In the single line the ploughshare travels in the centre of the track, throwing the snow off at once upon both sides.

For the double track the snow-plough weighs from 5 to 6 tons, and cost about 125*l*. For the single track it is somewhat lighter.

The plough requires generally, when run without a train, two engines of 20 tons each, or with a train three engines.

When the fall of snow does not exceed a few inches, the small plough, always fixed in front of the engine, consisting of an open frame-work projecting about 5 feet in front, and called a "*cow-scraper*," is found, when cased over, to be sufficient to clear the line. When the fall is deeper, the plough is used immediately after the snow has ceased to fall.

It can be propelled by three 20-ton engines through three feet of newly fallen snow at the rate of six miles an hours.

If the fall does not exceed two feet, it can travel at the rate of 15 miles an hour.

The drifts through which it is propelled are sometimes 15 feet deep, and from 200 to 300 feet long, and at others 8 or 10 feet deep, and from a quarter to half a mile in length.

The line of railway is marked in divisions of about eight miles, to each of which eight or ten men are allotted, who pass along the line each day with small hand-ploughs, picks, &c., clearing away the snow and ice which the trains collect and harden between the rails and the roadway.

It is found that the freezing of the snow or rain upon the rails does not impede the heavy engines, as the weight of the forward wheels is sufficient to break it, and enable the driving wheels to bite.

Whenever, from local causes, the snow is found to drift on the line of railway, snow fences are erected, which are found very effectual. They are simple board fences from 10 to 15 feet high, placed from 10 to 20 feet back from the roadway.

In wet weather the rails become very slippery; but the difficulty is overcome, and the wheels enabled to bite upon the steep gradients by the use of sand-boxes, which are fixed in front of the engine and immediately over the rails. These can be opened at pleasure by the engine-driver, and the sand is used wherever necessary.

The means thus successfully adopted to overcome the obstacles arising from ice and snow are employed much in the same way upon all the railways which are exposed to them.

In the year 1847 the expense incurred under this head (removing ice and snow) upon the western railroad in Massachusetts, was, according to the official return, 2763 dollars, equivalent to 575*l*. sterling.

Upon many of the other lines expenses under the same head are returned, but very much smaller in amount.

In places where the rails are not raised above the general level of the country, much greater difficulty is experienced in keeping the lines clear of snow than in parts where there are embankments.

From the foregoing it does not appear, therefore, that snow need be considered an insurmountable obstacle to the formation of a line of railway from Halifax to Quebec.

To obviate, as much as possible, the liability to interruption from this cause, it is recommended that in the construction of the line, it be adopted as a principle, that the top of the iron rail be kept as high as the average depth of snow in the country through which the line passes.

In Nova Scotia this will require probably an embankment of 2 feet high, gradually increasing as it proceeds northward to the St. Lawrence and along the flat open country on its banks, to 5 or even 6 feet.

The whole of that part of British North America through which this line is intended to be run, being as yet free from railways, the choice of gauge is clear and open.

Without entering into and quoting the arguments which have been adduced in favour of the broad or narrow gauge of England, as it is more a question of detail than otherwise, it will be deemed sufficient for the present report to recommend an intermediate gauge. Probably 5 feet 6 inches will be the most suitable, as combining the greatest amount of practical utility with the least amount of increased expenditure.

With the object of proceeding on to the consideration of expense of construction, the proposed trunk line will be supposed to have a single track with one-tenth additional for side lines and turn outs, to have a rail 65 lbs. to the yard, supported upon longitudinal sleepers with cross-ties, similar to the rail used upon the London and Croydon line; the wood to be prepared according to Payne's process, to have a gauge of 5 feet 6 inches, and as a principle, the top of the rails to be kept above the level of the surface of the ground, at a height equal to the average depth of the snow. For the best information as to the cost of making such a railway, reference must be made to the works of a similar character in the United States.

At about the close of the year 1847, there were in that country nearly 5800 miles of railway completed or in progress. The average cost for those having a single track has been estimated at 22,000 dollars, equivalent to 4166*l*. sterling per mile. For the double track, 32,000 dollars, or 6666*l*. sterling per mile.

But the extreme differences which are to be observed in the cost of construction in the various States are so great, ranging from 1600*l*. up to 24,000*l*. per mile, that no criterion can be established from averages obtained from such discordant data.

The State of Massachusetts affords the best materials for accurate information.

All the railroad corporations are by law obliged to make annual returns to the Legislature, and very valuable statistical information is thereby obtained upon railway affairs.

From the official reports for the year 1847, the following table has been compiled:—

RAILROADS in the State of MASSACHUSETTS.

Name of Road.	Length of Road in Miles.	Total Cost of Road and Equipment.	Cost per Mile.	Form of Rail, and lbs. per yard.	Miles of Single Rail.	Miles of Double Rail.	Dividend for 1847.	Cost per Mile of Single Track, Sterling.	Remarks.
		Dollars.	Dollars.	m. lbs.				£.	
Boston and Lowell . . .	26	1,956,719	75,258	H 1½ 45 / 20 56 / 3¾ 63	None	26	8	7,830	
Boston and Maine . . .	73	3,021,172	41,385	H 6 m. 45 lbs. rest 45 to 60	68	5	9	8,069	
Boston and Providence . .	48	2,545,715	53,014	T 56 to 58	32¼	15¾	7½	8,316	
Boston and Worcester . .	44½ / 14	4,113,609	70,318	T or H 60 to 64	14	44½	8	7,583	Including Branches.
Connecticut River . . .	36 / 2	1,167,156	30,714	H 56 lbs.	38	None	7	6,399	Ditto.
Eastern	38 / 20	2,937,206	50,641	lbs. H and Chair 57 / 46	42	16	8	8,269	Ditto.
Fall River	42	1,070,988	25,499	H 52 to 56	42	None	..	5,312	
Fitchburgh	49½ / 2	2,406,723	46,732	T 56 lbs.	46¼	5¼	10	8,835	Ditto.
Lexington and W. Cambridge	6½	221,309	34,047	56 lbs.	6½	None	..	7,093	
Nashau and Lowell . . .	14¼	500,000	35,087	T 56 lbs.	1¼	13	10	3,822	
New Bedford and Taunton .	20 / 1	483,882	23,042	56 lbs.	21	None	8	4,800	Ditto.
Norwich and Worcester . .	59 / 7	2,187,249	33,140	T 56 lbs.	64¼	1¾	..	6,725	Ditto.
Old Colony	37 / 7	1,636,632	37,196	H 56 lbs.	44	None	6½	7,749	Ditto.
Pittsfield and N. Adams . .	19	446,353	23,492	H 56 lbs.	19	None	..	4,894	
Western	118	6,982,233	59,171	56½ to 70	99	19	..	10,617	
Total	683¾ / 146¼	31,675,946	..	. .	146½	..	..	7,950	Average for single Track per Mile.
Single Track . .	830								

This table comprises, with the exception of about 50 miles, upon which there occur some doubts as to what the account precisely embraces, the whole of the railroads at present completed in the State of Massachusetts. The table shows 683¾ miles of railway, including branches, which have cost in their construction and equipment 31,675,946 dollars, or 6,599,155*l.* sterling.

There are 146 miles of double track. They have been taken at so much additional single track. A double track would not cost exactly twice that of a single one in its construction; but as these lines were made originally only with single tracks, and have been added to from time to time as circumstances would admit, it must have tended to increase the cost, and in calculating the average expense per mile, it is considered the result will not be much in error. The cost per mile it appears then has been 7950*l.* sterling.

There is no other State in the Union which presents equally good data for making an approximate estimate.

The climate and nature of the country bears also a strong resemblance to that through which the Halifax and Quebec line will pass, and in this respect the analogy of the two cases is extremely favourable.

The New York and Erie railroad, 450 miles in length, now in course of construction, will, it is supposed from the latest information, cost 6250*l.* per mile, exclusive of equipment.

The estimate for the Hudson River railroad from New York to Albany, now in progress, is for the single track 7440*l.* sterling per mile.

The estimate for the Montreal and Portland line is about 5080*l.* sterling per mile.

For the Great Western railroad in progress in Upper Canada, the estimate for that section of the line which would most resemble the Halifax and Quebec road, is 5638*l.* per mile.

On referring to the table, it will be seen that all the lines have either the H or T rail, generally 56 lbs. to the yard.

The price of railroad iron in the States is very much greater than in England, or what it can be procured for in the British provinces. It pays a very high duty on importation into the States.

On some of the lines upwards of 15*l.* per ton for rails have been paid. In England rails can now be bought for 8*l.* or 9*l.* per ton.

The advantage which the Halifax and Quebec line will possess over the lines in the table in the respect of iron alone may be estimated at 500*l.* per mile.

When these lines were constructed, also, the demand for labour was extremely great, and wages much higher than in the present day.

The average (of 7950*l.*) derived from the table may therefore very fairly be reduced by several hundred pounds.

The Halifax and Quebec line will have also many advantages which the American lines had not.

The land for the greater portion of the road will not have to be purchased. Timber and stone will be had nearly along the whole line for the labour of cutting and quarrying.

Judging then from the analogy afforded by similar, or nearly similar lines in the neighbouring States, giving due weight to the considerations which have a tendency to modify the cost in the

particular case of the Halifax and Quebec line, and forming the best estimate to be derived from the data obtained upon the exploratory survey, which under the circumstances of a perfectly new country, only recently explored, and still covered with a dense forest, is all that can in the first instance be done, it is considered that if the sum of 700*l.* sterling per mile be assumed as the probable cost of the proposed line, it will not be far from the correct amount.

The total distance from Halifax to Quebec will be about 635 miles.

	£.
635 miles at 7000*l.* per mile will be . .	4,445,000
Add one-tenth for contingencies . . .	444,500
	£ 4,889,500

Or, in round numbers, 5,000,000*l.*

It is estimated, therefore, that the cost for construction and equipment of the proposed trunk line, from Halifax, through New Brunswick, to Quebec, will amount to 5,000,000*l.* sterling.

The question which presents itself next for consideration is a very important one, namely, the probable returns for such an expenditure.

The information to be afforded on this head can only be derived in a very general way, from a consideration of the present population and resources of the three provinces.

The direct communication between the two termini, Halifax and Quebec, is of a very limited nature.

By land, it is confined almost to the conveyance of the mails. Passengers proceed generally by way of the United States.

By sea, in 1847, the communication was by 17 vessels, which arrived at Quebec, having a tonnage of 1257, and 18 departed from that port for Halifax whose tonnage amounted to 1386 tons.

This amount of intercourse does not at the first view appear encouraging to expected receipts, but when it is made to appear that this limited intercourse arises entirely from the want of good means of intercommunication such as would be afforded by the proposed railway, it becomes a strong argument in favour of making the line rather than against it.

The communication of the provinces with each other is cramped and restricted beyond measure by the same want.

By sea the amount of intercourse may be judged of by the return given in Appendix No. 6, furnished by the Quebec Board of Trade.

The chief elements which enter into, and upon which depends, the success of every railway enterprise, are population, agriculture, and commerce.

At the extremities of the line, and for some miles along the St. Lawrence, there is an abundant population. External commerce there is in an eminent degree. In that of agriculture its deficiency is great at present, but as there are millions of acres of good productive land only waiting for the hands necessary to cultivate them, and the means of access to which will be afforded by the railway, this very circumstance may be made to conduce to the advantage of the line, and pay a large portion of the expense of its construction.

The population of Halifax (the Atlantic terminus) is estimated at 25,000 souls. It is the capital of the province—the seat of government,—and its commerce extensive. The value of its imports and exports is estimated at 2,500,000*l.*

The city of Quebec, the other terminus, according to the census of 1844, contained (including the county which is not given separately) 45,000 persons.

But this city derives additional importance from its being the one great shipping port and outlet for all Canada. By its port passes the whole trade of that province. It may be regarded as the focus of commerce for a million and a half of souls. The value of the imports and exports together may be estimated at 5,500,000*l.* sterling, giving employment to a very great amount of shipping.

This immense trade is of necessity crowded into six months, the navigation of the St. Lawrence being closed for the remainder of the year.

In addition to these two great termini there are lying on each side of the line two most important tributaries, viz., the city of St. John and Prince Edward Island. The former with a population in city and county together of nearly 44,000 persons, with a commerce of the value of 1,800,000*l.* in exports and imports, giving employment also to a great amount of shipping. The latter with a population of 50,000 engaged principally in agriculture and the fisheries. The exports and imports of this island are about 200,000*l.* annually.

Between the city of Quebec and the River Metis there are, settled along the south bank of the St. Lawrence, 75,000 inhabitants all engaged in agriculture. These people are French Canadians, and almost every family has a small farm and homestead.

A striking peculiarity of these farms is their elongated shape, the length being generally 30 times that of the breadth, oftentimes a greater disproportion exists. The houses and farm-buildings are always built at one extremity, that which adjoins the road dividing one set of concessions from another. There are generally three or four lines of houses and roads running thus along the St. Lawrence.

The effect produced by this manner of parcelling out the land and building has been to form what can only be compared to one long and continued village for 200 miles.

For the first 100 miles out of Quebec, as far nearly as the Rivière du Loup, the proposed line of railway will run through the centre of this extended village, and with a train of moderate length, the last carriage will scarcely have cleared the door of one house before the engine will

be opposite another. For the second 100 miles it will leave these concessions and farms a little on one side, but still within reach. A more favourable disposition of a population (comprised of small farmers) for contributing to the way traffic of a railroad could scarcely have been devised.

In the country lying between the Restigouche River and Halifax, the inhabitants who will be near to the railroad will amount to about 100,000; making the population, either upon or near to the line, including the two termini, 250,000 persons. But if the total population be taken within the area, which will be benefited by and become contributors to the line, then it may be estimated at not less than 400,000 souls.

In a report of the directors, made upon the New York and Erie railroad in 1843, when the question of proceeding with that line was under consideration, one of the data upon which its future receipts was calculated was derived from population and relative distance. And using the data obtained from the working of one portion which had been completed and was in operation, it was calculated that 531,000 persons on a line of 425 miles in length, would return in net earnings to the railway 1,343,500 dollars, or 2½ dollars nearly per head, equivalent to 10*s.* sterling. As the railroad is not yet completed, the true result cannot yet be seen.

The net earnings of the railroads in Massachusetts for the year 1847 were 2,290,000 dollars. The population of that State, over whose area railways are everywhere extended, and the whole of which may therefore be considered as tributary to them, being at the time about 800,000. This gives 2¾ dollars per head, equivalent to 11*s.*, or the same result nearly.

Applying the same ratio (of 10*s.* per head) to the 400,000 inhabitants who are within the area and likely to become tributaries to the Quebec and Halifax railway, it would give 200,000*l.* as its probable revenue.

The great staple of trade of New Brunswick is its timber. For this all-absorbing pursuit the inhabitants neglect agriculture, and instead of raising their own supplies, they import provisions in large quantities from Canada and the United States. In the year 1846, New Brunswick paid to the latter for provisions alone 216,000*l.* sterling, whilst, in return, the United States only took from them 11,000*l.* in coals and fish.

Of Nova Scotia the great staples are timber and the products of the fisheries. The inhabitants import provisions also largely.

Canada is an exporting country, and capable of supplying the demands of both.

In the winter of 1847-8 the price of flour at Halifax and St. John was at 40*s.* the barrel, and it was being imported from the chief ports in the United States, even from as far as New Orleans in the Gulf of Mexico. At the same time, at Quebec the price of flour was only 25*s.* per barrel. A very great difference, which, had the railroad been in existence, would not have occurred.

Another great source of revenue likely to be developed by the railway is that of coals, to be derived from the Great Cumberland Field.

Quebec and the upper country would no doubt take large quantities for their own consumption. Halifax the same for itself, and also for exportation to the United States.

Considerable returns would arise from the fisheries and from the products of the forest lying contiguous to the line, which would find their way by it to the shipping ports.

The country through which the road will pass possesses, therefore, in itself, elements which, when fully developed, cannot fail to realize large receipts.

But there are, exclusive of these, other and highly important sources for productive revenue.

Halifax may be considered to be the nearest great seaport to Europe.

Passengers travelling between England and the Canadas would adopt this railway as the shortest and best line which they could take. Emigrants would do the same.

The mails, troops, munitions of war, commissariat supplies, and all public stores would naturally pass by it, as the safest, speediest, and cheapest means of conveyance.

If a straight line be drawn from Cape Clear, in Ireland, to New York, it will cut through or pass close to Halifax.

The latter is therefore on the direct route; and as the sea voyage across the Atlantic to New York may be shortened by three days nearly, in steamers, it is not improbable that on that account, when the branch railroad to St. John is completed, and other lines to connect on with those in the United States, the whole or the greatest portion of the passenger traffic between the Old and New World would pass through Halifax, and over a great section of the proposed railroad.

But the great object for the railway to attain, and which, if it should be able to accomplish, its capability to pay the interest of the capital expended would be undoubted, is to supersede the long and dangerous passage to Quebec by the Gulf of St. Lawrence.

To make two voyages in a season vessels are obliged to leave England earlier, and encounter the dangers of the ice in the Gulf, much sooner than it is safe or prudent for them to do.

The loss of life and property which has occurred from this cause, and returning late in the autumn, has been enormous. It cannot be ascertained, but probably it would have more than paid for the railway.

An opinion may, however, be formed of it from the rates of insurance, which in the spring and autumn are as high as 10 per cent. A much higher rate than to any other part of the world.

The navigation of the St. Lawrence is closed for about six months of every year. During the whole of this period all the produce of the country is locked up, and necessarily lies unproductive on the hands of the holders.

The surplus agricultural produce of the year cannot be got ready to be shipped in the season it is produced. In the winter of 1846-7, it has been stated on good authority, that 500,000 barrels of flour were detained in Montreal at the time when famine was raging in Ireland. As soon as the season opened there was such a demand for shipping to carry provisions, that the ordinary course of the timber trade was deranged by it.

All this would have been prevented had the railway been then in existence.

For six months in the year then the St. Lawrence would cease to be a competitor with the railway, and large quantities of produce would be certain to be forwarded by it.

For the other six months of the year it would have also the following strong claims to preference:—rapidity of transport; the saving of heavy insurance; cheaper rate of freight from Halifax; vessels engaged in the Canadian trade could make three voyages to Halifax for two to Quebec.

The trade which is now crowded into six months, to the great inconvenience of every one concerned, rendering large stocks necessary to be kept on hand, would be diffused equally over the whole year.

It is most probable that these advantages will be found so great that only the bulky and weighty articles of commerce, such as the very heavy timber and a few other goods, will continue to be sent round by the Gulf of St. Lawrence.

If such should prove to be the case, then the proposed railway would have as much or perhaps more traffic than a single track could accommodate.

The cost of transportation, it is calculated, will not be too high on this line to admit of the above results being realized, and in that case, more especially if the capital can be raised at a moderate rate of interest, it is considered highly probable that it will, even in a commercial point of view, be a profitable undertaking.

From evidence given to the Gauge Commissioners in England, it appears that the cost of transport for goods on the undermentioned lines of railway was as follows:—

Great Western . .	·06	of a penny per ton per mile.
Grand Junction . .	·13	„ „
Birmingham and Gloucester	·09	„ „
South Western . .	·10	„ „
London and Birmingham .	·12	„ „
	5)·50	
	·10	Average per ton per mile.

This is supposed to be gross weight, including carriages, &c.

One-fifth of a penny per mile per ton will be a liberal allowance for the net weight.

From a very carefully prepared document,* extracted from a Report of the Commissioners appointed in 1846 by the Legislature of the State of New York, to locate certain portions of the New York and Erie Railroad, it appears that the cost of motive power on some of the principal railroads in the United States was 40 cents per train per mile, equivalent to 1*s.* 8*d.* sterling.

With the expected grades on the Halifax and Quebec line, it is calculated that an engine of good power, having the assistance of an extra engine for 25 miles of the distance, will convey 100 tons of goods at a moderate speed of 8 to 10 miles an hour over the whole line.

The total cost per train would then be—

	£.	*s.*	*d.*
635 miles, at 1*s.* 8*d.* per mile . . .	52	18	4
25 miles, at 1*s.* 8*d.* for extra engine .	2	1	8
Total for 100 tons „ . . .	£55	0	0

Or 11*s.* per ton for the whole distance. Equal to ·207 drs. per ton per mile, the same nearly as the average on the English railways.

At this rate the actual cost of carrying a barrel of flour from Quebec to Halifax will be only 1*s.* 1*d.*; and if it be doubled, to pay interest on capital, then 2*s.* 2*d.* might be the price charged for its conveyance.

The freight of flour from Quebec to England may be taken at 5*s.* per barrel; from Halifax, at 3*s.*

The difference in freight would therefore pay its transit by railway, and the difference in the rates of insurance would be to the profit of the owner; and the voyage being shorter, there would be less risk of its arrival in the market in a heated or deteriorated condition.

Provisions, and all other articles whose value is great in proportion to their bulk, would be as advantageously forwarded by this route.

It is fully expected, therefore, that the railway will be able to compete successfully with shipping in the St. Lawrence even during the summer season.

But there is still another great and important source from which traffic may be expected, viz.,—From those vast and extensive regions in the far west, round the Lakes Huron, Michigan, and Lake Superior.

* Vide Appendix No. 7.

By the completion of the canals along the River St. Lawrence, the produce of these lake countries now finds its way to the markets of Montreal and Quebec.

Large cargoes, consisting of upwards of 3000 barrels of flour can now pass from their ports down to Quebec without once breaking bulk.

Already produce which found its way to New York by the circuitous route of the Mississippi and New Orleans has been diverted to the channel of the St. Lawrence.

The extent to which this will take place it is not possible yet to calculate; but there is no doubt that large quantities of produce which formerly found its way to the Atlantic ports of New York and Boston will be diverted to the St. Lawrence.

Of the enormous exports of provisions from the United States, the following will give some idea :—

	In 1846.	In 1847.
Flour, barrels . . .	2,289,476	4,382,496
Wheat, bushels . . .	1,613,795	4,399,951
Corn, bushels . . .	1,826,068	16,326,050
Meal, barrels . . .	293,720	918,066

The greatest portion, if not nearly all this immense produce, of which the above forms only a few items in the great account, was received at the Atlantic ports from the Far West. And it is for this most important and still increasing trade that Montreal and Quebec will now, by means of the St. Lawrence canals, have the most favourable chance of a successful competition with New York and Boston.

It has been calculated that the cost of transport for a barrel of flour from the Lakes to New York was 5*s.* 1*d.* sterling; to Boston 6*s.*, exclusive of charges for transshipment.

By the Quebec and Halifax line it is estimated, now that the canals are open, a barrel of flour may be delivered at Quebec for 2*s.* sterling, and carried to Halifax for 2*s.* 2*d.*; total 4*s.* 2*d.*

By the Montreal and Portland, 1*s.* 8*d.* has been estimated as the price per the railway, to which, if 2*s.* more be added as freight to Montreal, the price by that line will probably be only 3*s.* 8*d.* sterling per barrel. The Montreal and Portland will have, therefore, an apparent advantage over the Quebec and Halifax line, arising from its much shorter distance. But there are some drawbacks attending it, which may cause the preference to be given to the latter notwithstanding. The line passes through the United States.

A transit duty of 2½ per cent. *ad valorem* has to be levied upon all foreign produce, and introduces the inconvenience of custom-houses and custom-house officers.

Portland is a foreign port, and is 400 miles by sea farther from England than Halifax.

It has been seen in a former part of this report, when speaking of the Utica and Syracuse railroad, how inadequate that line was to take all the traffic which was required to be forwarded by it, at the time the Erie Canal is closed.

The growing population and produce of the Western States are so gigantic, that it is probable there will be more than sufficient to employ fully both the Montreal and Portland and the Quebec and Halifax railroads.

From the foregoing remarks it will appear, then, that although no very good or precise estimate of the returns for the expenditure of five millions sterling can be given, yet that there are very good general grounds upon which to form an opinion that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one.

The Montreal and Portland, which will be the great competitor with that of the Quebec and Halifax line, is an enterprise of a purely commercial and local nature. As such, it is not likely shareholders will be contented unless they receive what they have every right to expect, a high rate of interest for the expenditure they have incurred and the risk they have encountered in the undertaking.

But with the Quebec and Halifax it is very different; the enterprise is of general interest. It concerns the prosperity and the welfare of each of the three provinces, and the honour as well as the interests of the whole British empire may be affected by it. It is the *one* great means by which alone the power of the mother-country can be brought to bear on this side of the Atlantic, and restore the balance of power now fast turning to the side of the United States.

Every new line of railway made in that country adds to their power, enabling them to concentrate their forces almost wherever they please, and by the lines, of which there are already some and there will soon be more, reaching to their northern frontier, they can choose at their own time any one point of attack on the long-extended Canadian frontier, and direct their whole strength against it.

The provinces, therefore, and the empire having such interest in the formation of the Halifax and Quebec line, it should be undertaken by them in common as a great public work for the public weal.

If so undertaken, the provinces supported by the credit of the mother-country could raise capital at a rate of interest which could not be done by any company of shareholders. And if to this advantage be added the disposal for the exclusive benefit of the railway of a portion of the wild lands along the line, and in the immediate country which it would be the means of opening to settlement and cultivation, then it is highly probable that it would be constructed for three millions sterling.

In a former part of this report it has been estimated that there are in the counties through which this line will pass fourteen millions of acres of land yet ungranted, and therefore remaining at the disposal of the Provincial Government.

The ordinary price of an acre of wild or uncleared land is about 2*s.* 6*d.* to 3*s.* per acre; but

where public roads are made through them, the value immediately increases, and it will not be considered an extravagant estimate to suppose that the land along it, or in the immediate vicinity of the railway, will be worth 1*l.* per acre.

For the construction of the Great St. Lawrence Canal, by which Canada has now the prospect of reaping such immense advantages from the trade of the western country, the Imperial Government guaranteed the interest on a loan of two millions sterling and upwards, at four per cent. This loan was easily raised, and a large premium per cent. was received in addition for it.

There can be little doubt that another loan of three millions sterling at the same rate of four per cent. interest, could be raised upon the credit of the provincial revenues if guaranteed by the mother-country. With this amount of capital and two millions of acres to be reserved and sold from time to time, it is conceived the railway may be made.

Upon the strength of these two millions of acres and the loan as a basis, a large amount of notes might be issued in payment of the wages and salaries of the labourers and other persons employed on the works of the railway. They should be made receivable for taxes and customs duties. The amount authorized to be issued might be limited to the extent of the acres, and as these were sold, an equal amount of the notes should be cancelled.

The issue of a number of notes which would pass current over the three provinces would be conferring a great benefit upon the community at large. The currency is not the same throughout, and persons who travel from one province to another are now put to inconvenience, and have often to pay a discount upon exchanging the notes of one colonial bank for those of another. Advantage might be taken of the measure to assimilate the currency of the colonies to each other, and make it "sterling," the same as in England.

By a little arrangement also, these notes might be made payable at the chief ports of emigration in the United Kingdom; and in that case a very great convenience would be afforded to a large class of persons on both sides of the Atlantic.

To remit small sums now requires the intervention of bankers or agents. This has the effect upon persons resident in the settlements (and no doubt also often in towns) of preventing their sending the assistance which they otherwise would do to friends at home. Many a small note would be put up and sent in a letter, which now is never thought of for want of the convenience.

In remitting sums from Halifax to England, the banks do not like to give bills at less than 60 days' sight. These notes would, therefore, become a great public benefit, and there would be no fear of their being kept in circulation almost to any amount.

Upon the loan of three millions, the interest at four per cent. would amount to 120,000*l.* per annum.

Of this sum it may be fairly assumed that for the conveyance of the mails between Halifax and Quebec, the Post Office department would be willing to pay annually an equal amount to what is now paid for the same service. This has not been officially obtained, but there are good grounds for supposing that it is nearly 20,000*l.*

In the case, then, that beyond this the railway only paid its own working expenses, the sum of 100,000*l.* would have to be made good out of the revenues of the provinces.

The proportion of this, or of whatever sum might be deficient to pay the interest on the loan, would have to be arranged; and it may, for the sake of illustration, be supposed to be as follows:—

Nova Scotia . . .	20,000	Proportion	·2
New Brunswick . .	20,000	„	·2
Canada	30,000	„	·3
The Imperial Government	30,000	„	·3
Total .	£100,000		·10

For the proportion guaranteed by the provinces, they would receive the benefits conferred by the railway in developing their resources, increasing the value of all property, promoting the sale and settlement of their wild lands, increased population, and increased revenue.

For the proportion guaranteed by the Imperial Government, all Government officers, civil or military, troops, munitions of war, supplies, &c., for the public service, and emigrants should be transported over the line at the cost price.

New Brunswick and Nova Scotia it is understood are most willing to guarantee the interest to the extent of their means, and in a fair proportion.

Canada having done so much already for the communications above Montreal, it is fully expected will not be backward in perfecting those below Quebec.

In the extreme case supposed above, viz., of the railway yielding no returns beyond working expenses, it is not conceived that either one of the provinces or the empire would not receive an equivalent in some other form for its direct contribution to make good the interest.

An account is at present being taken of the existing way traffic between Halifax and Amherst, by the commissioner appointed by Nova Scotia to collect statistics for the railway. The same is being done for that portion of the line along the banks of the St. Lawrence.

There is some reason to believe that these two portions of the line will be found to have sufficient traffic to pay, over and above working expenses, the moderate interest upon capital of 4 per cent.

If such should prove to be correct, then the foregoing statement would be modified and stand thus—

Total distance, Haalifx to Quebec		635
Quebec to Rivière du Loup	110	
Halifax to Amherst and Bay Verte . . .	125	
	——	235
Leaving unproductive still		400 miles.

If the total line can be done for 3,000,000*l.*, then the proportion for the 400 miles would be 1,889,600*l.* or 2,000,000*l.* nearly.

The interest for which would amount to 80,000*l.*

Deducting 20,000*l.* for the conveyance of the mails, then the sum to be responsible for would be 60,000*l.*, which divided proportionally as before, would give for

Nova Scotia	12,000*l.*	proportion	·2
New Brunswick . . .	12,000*l.*	„	·2
Canada	18,000*l.*	„	·3
Great Britain . . .	18,000*l.*	„	·3
Total . .	60,000*l.*		·10

Therefore, for the responsibility (perhaps for assuming it only) of 100,000*l.*, or as the case may prove, 60,000*l.*, the Quebec and Halifax Railway may be made.

But to look at this great work only as a commercial speculation, and as yielding mere interest for the expenditure incurred, would be to take a very limited view of the objects it is capable of achieving.

In the United States they are well aware of the increased value which internal improvements and communications give to property of every kind.

In those countries works have been undertaken for that object alone, not for the mere return which the work, whether railway, road, or canal, would make of itself.

The indebtedness of the several States has been incurred almost entirely in making great internal improvements. And in the boldness and unhesitating way in which they have incurred debts and responsibilities for the purpose of developing their resources may be seen the secret of their unrivalled prosperity.

The State is in debt, but its citizens have been enriched beyond all proportion.

Most unfavourable comparisons are made by travellers who visit the British provinces and the United States. And some have gone so far as to state, that travelling along where the boundary is a mere conventional line, they could at once tell whether they were in the States or not.

On the one side the State Governments become shareholders to a large amount in great public works, lead the way, and do not hesitate to incur debt, for making what has been termed "war upon the wilderness;" employment is given, and by the time the improvement is completed, property has been created, and the employed become proprietors.

On the other side the provincial Governments do not take the initiative in the same manner, and hence in the settlements and in the provinces generally, may be seen this marked difference in the progress of people who are identically the same in every respect.

Until the British provinces boldly imitate the policy of the States in this regard, and make war upon their "wilderness," their progress will continue to present the same unfavourable contrast.

The creative or productive power of canals, railways, &c., may be traced in the history and progress of the State of New York.

The Erie Canal was commenced in 1817, and completed in 1825, at a cost of 7,143,789 dollars, or 1,400,000*l.* sterling. In 1817 the value of real and personal property in the city of New York, was from official documents estimated at 16,436,000*l.* sterling. In 1825, it was estimated at 21,075,000*l.* sterling. In 1829, the population of the State was 1,372,000, and in 1830 the population of the State was 1,918,000.

The canal was found so inadequate to the traffic, that between the years 1825 and 1835, a farther sum of 2,700,000*l.* was expended in enlarging it.

Making the total cost to that date, 4,100,000*l.* sterling.

It has been seen that in the city of New York—

In 1817, the official value of real and personal property was		16,436,000*l.*
1835,	„ „ „	45,567,000*l.*

Being an increase of 2¾ times in 18 years.

For the State of New York—

In 1817, the official value of real and personal property was		63,368,000*l.*
1835,	„ „ „	110,120,000*l.*

Or an increase of nearly 47,000,000*l.* sterling in the value of property attributed chiefly, if not entirely, to the formation of the canals.

In 1836, the amount conveyed to tide-water by the canal was 697,357 tons.

And on the 1st of July of that year there had accumulated in the hands of the Commissioners an amount sufficient to extinguish the whole of the outstanding debt incurred in its construction.

The net receipts from all the State canals, after deducting the expenses of collection and

superintendence, for the year 1847, was 449,270*l.* Villages, towns, and cities have sprung up along its course.

The population of the State, which was—

In 1810	959,949
Was in 1845	2,604,495

In 1846, the value of real and personal property was estimated at 128,500,000*l.*

It will be seen from the above, therefore, that in addition to the wealth created for individuals, the canals produce a large annual revenue to the State.

The following extracts from the financial affairs and statistics of some of the States may be quoted in illustration of this part of the subject:—

1847.

Massachusetts.

	Dollars.
Total indebtedness of the State 1st January, 1847 .	999,654
Credit of the State, lent to railroads . . .	5,049,555
Total liabilities of the State . .	6,049,209

As security for the redemption of the scrip lent to railroads, the Commonwealth holds a mortgage on all the roads, and also 3000 shares in the Norwich and Worcester, and 1000 in the Andover and Haverhill.

Pennsylvania.

	Dollars.
Public property, canals, and railroads, at original cost,	28,657,432

Maryland.

	Dollars.
Receipts from Baltimore and Ohio Railroad . .	42,402
Ditto from Canal Companies	11,550

North Carolina.

	Dollars.
Debt of the State, on account of Railroad Companies .	1,110,000

Ohio.

	Dollars.
Debt contracted for the sole purpose of the construction of Public Works within the State . . .	19,246,000
Canals, 820 miles in length, cost	15,122,503
Net receipts in 1846, after paying repairs and expenses,	408,916
In 1810 the population of this State was .	45,865
In 1820 „ „ . .	581,434
In 1840 „ „ . .	1,519,467

Or tripled nearly in 20 years, during the progress of her canals.

Michigan.

	Dollars.
Debt on 30th November, 1845	4,394,510

Total length of railroads finished and belonging to the State, 222 miles.

This State was authorized to raise a loan of 5,000,000 dollars for internal improvements. For the same purpose, Congress granted to this State 500,000 acres of land.

In 1840 the population was . . .	212,267
In 1845 „ „ . .	304,278

Or an increase of 50 per cent. nearly in five years.

Indiana.

	Dollars.
1st January, 1847, the public debt was . . .	14,394,940

By the terms of the Act adjusting this debt, it is to be equally divided between the State and the Wabash and Erie Canal. Of this canal, which is to be 458 miles long, 374 miles are in Indiana; 174 of this portion are finished, and in operation. There remain 200 miles to be completed, upon which part about 1,200,000 dollars have been expended by the State. It is estimated to cost the farther sum of 2,000,000 dollars to complete the entire canal. To cover this amount, the State is to transfer to trustees 963,126 acres of land adjoining to or in the neighbourhood of the canal.

The population of this State in 1811 was .	24,520
„ „ 1830 was .	343,031
„ „ 1840 was .	685,086

Or doubled in 10 years.

Illinois.

	Dollars.
1847.—Total internal improvement debt . . .	8,165,081
Total canal debt	6,009,187
	14,174,268

The population in 1830 was . . .	157,455
„ 1840 was . . .	476,183

Or tripled in 10 years.

	Acres.
The sales of the public lands during one year (1845) in the United States amounted to	1,843,527
	Dollars.
Producing	2,470,298

Or an average of 5*s.* 7*d.* sterling per acre.

But to show the effect produced by a canal or railway passing through property, the following extract may be quoted from the Report of a Board of Directors of the New York and Erie Railroad Company in February, 1844:—

"The Board find that they have omitted one description of property, which has heretofore been considered of great value, but the right to most of which has been lost to the company by failure to complete the road within a certain period; the most valuable of which consisted of 50,000 acres of wild land in Cattaraquas county, near Lake Erie, and one-fourth part of the village of Dunkirk.

"An offer in writing was made in 1837 by responsible parties to take these donations, and pay further the sum of 400,000 dollars, provided certain portions of the railroad were completed within a specified time."

That is, about 8 dollars, or 33*s.* 4*d.* sterling per acre.

In Michigan 461,000 acres were granted by Congress for the endowment of a university. These lands were selected in sections from the most valuable of the State. The minimum price of these was at one time 20 dollars, or 4*l.* 6*s.* 8*d.* sterling per acre, but became lower afterwards: 17,142 acres, the quantity sold up to 30th November, 1845, brought 2*l.* 9*s.* per acre.

69,000 acres, devoted to schools, were sold for 1*l.* 7*s.* per acre.

Such, then, are some of the results of making "war upon the wilderness."

In New Brunswick there are, according to an official Report of the Surveyor-General, dated 15th December, 1847, 20,000,000 acres, of which about 6,000,000 are either granted or sold, and 3,000,000 may be considered as barren or under water; leaving, therefore, at the disposal of the Government, 11,000,000 of acres of forest land fit for settlement.

Of the 6,000,000 granted or sold, only 600,000 acres are estimated as being actually under cultivation.

By a statistical table published by W. Spackman, London, there are—

	Acres Cultivated.	Acres Uncultivated.	Acres Unprofitable.	Total Acres.
In England	25,632,000	3,454,000	3,256,400	32,342,000
Wales	3,117,000	530,000	1,105,000	4,752,000
Scotland	5,265,000	5,950,000	8,523,930	19,738,000
Ireland	12,125,280	4,900,000	2,416,664	19,441,944
New Brunswick . .	600,000	16,400,000	3,000,000	20,000,000

Population of England . . .	14,995,508
„ Wales . . .	911,321
„ Scotland . . .	2,628,957
„ Ireland . . .	8,205,382
„ New Brunswick . .	208,000

In Ireland there appears to be, from the above table, 17,000,000 acres of ground fit for cultivation, and it has a population of 8,000,000 to support.

In New Brunswick there is an equal amount of ground to cultivate, and it has only a population of 208,000 persons.

If the land yet uncleared and fit for cultivation be added, which remains in the northern section of Nova Scotia, and again between the boundary of New Brunswick and the River St. Lawrence to the east of Quebec, then there would be a quantity of nearly equal to that of England itself, supporting a population of 400,000 souls.

It is not too much then to say, that between the Bay of Fundy and the St. Lawrence, in the country to be traversed by the proposed railway, there is abundant room for all the surplus population of the mother country.

Of the climate, soil, and capabilities of New Brunswick, it is impossible to speak too highly.

There is not a country in the world so beautifully wooded and watered.

An inspection of the map will show that there is scarcely a section of it without its streams,

BRITISH NORTH AMERICA.

from the running brook up to the navigable river. Two-thirds of its boundary are washed by the sea; the remainder is embraced by the large rivers the St. John and Restigouche.

For beauty and richness of scenery this latter river and its branches are not surpassed by anything in Great Britain.

Its lakes are numerous and most beautiful, its surface is undulating, hill and dale, varying up to mountain and valley. It is everywhere, except a few peaks of the highest mountains, covered with a dense forest of the finest growth.

The country can everywhere be penetrated by its streams.

In some parts of the interior, for a portage of three or four miles, a canoe can float away either to the Bay Chaleurs and the gulf of St. Lawrence, or down to St. John's in the Bay of Fundy.

Its agricultural capabilities, its climate, &c., are described in Bouchette's works, in Martin's British Colonies, and other authors. The country is by them, and most deservedly so, highly praised.

There may be mentioned, however, two drawbacks to it, and only two.

The winter is long and severe; and in summer there is the plague of flies.

The latter yield and disappear as the forest is cleared; how far the former may be modified by it experience only can show.

For any great plan of emigration or colonization, there is not another British colony which presents such a favourable field for the trial as New Brunswick.

To 17,000,000 of productive acres there are only 208,000 inhabitants.

Of these 11,000,000 are still public property.

On the surface is an abundant stock of the finest timber, which in the markets of England realise large sums annually, and afford an unlimited supply of fuel to the settlers.

If these should ever become exhausted, there are the coal-fields underneath.

The rivers, lakes, and sea-coasts abound with fish.

Along the Bay Chaleurs it is so abundant that the land smells of it; it is used as manure; and while the olfactory senses of the traveller are offended by it on the land, he sees out at sea immense shoals darkening the surface of the water.

For about the same expense, five emigrants could be landed in New Brunswick for one in the Antipodes. Being within a fortnight by steam from London, any great plan of colonization could be directed and controlled by the Home Government.

In case of distress or failure, it would be long previously foreseen; the remedy or assistance could be applied; or, if beyond these, there would be the upper country and the far west always open, and ready to receive the colonists.

The present limited population being so generally engaged in the pursuit of the timber trade and in the fisheries, there is the richest opening for agriculturists.

New Brunswick annually pays to the United States upward of 200,000*l.* for provisions and other articles which she can raise upon her own soil.

Nova Scotia does very nearly the same thing.

Whilst within a few miles' reach of their own capitals, there is abundance of land for agricultural productions; these two provinces are dependent for large supplies of food upon the United States.

Flour is imported from as far as New Orleans.

Wheat grown in the valley of the Mississippi is shipped at St. Louis, and imported into New Brunswick. It is ground into flour at the mills of St. John, and furnishes a large share of the bread eaten by the labourers of that city.

There exists, therefore, a good market already on the spot for agricultural produce; and it would be a strange anomaly, indeed, if a country situated within three or four weeks' sail of the markets of England, could not compete with the growers of produce in the valley of the Mississippi and the countries round the great lakes in the far west.

One thing, however, is greatly to be deprecated; that is, any sudden or large emigration without previous preparation.

Before wheat or food of any kind can be grown, the forest has to be removed; and that is a work of time and hard labour, during which those engaged in it must be fed from other sources.

With some little previous detailed surveying, the proposed railway can be commenced both at the Quebec and Halifax ends as soon as decided upon, and carried on for miles. During which time the further detailed survey necessary for the remainder of the line, and particularly the portion through the wilderness might be made, and the line actually marked and cut throughout.

This line, when cut, would form a basis for laying out extensive blocks of land, and dividing them into allotments for settlers.

It will be unnecessary in this Report to recapitulate all the good effects produced upon every country in which railways have been established; but some may be mentioned.

They have become necessary to the age, and that country which has them not must fall behind in the onward march of improvement and in the development of its resources. And the longer it is suffered to do so, the greater and more unfavourable will be the contrast which it will present to the world.

Already in this respect the British provinces of Nova Scotia and New Brunswick are far behind their enterprizing neighbours.

One of the immediate effects of making this railway would be to place them in a position of equality. They are now dependent upon them for food.

At the closing of the navigation of the St. Lawrence, if the United States were merely to

prohibit the exports of provisions from their own harbours, the consequences would be serious to these two provinces. Canada could not then supply them.

In May, 1847, when the exploratory parties were being formed at Fredericton, and provisions were being forwarded to the woods for their use, there was a scarcity of flour at St. John. It was said that sufficient for only two or three days' consumption remained in that city. The prices rose considerably, and the scarcity was only averted by the arrival of some cargoes from the United States intended for Eastport.

The railway, had it been established, would have prevented such a state of things, and may save it for the future.

For the want of such a communication, Nova Scotia now finds it easier and more advantageous, notwithstanding a heavy duty of 20 per cent. against her, to export her great staple of fish to the States than to Canada; whereas, if the railway were made, it would pass on to the latter, where there would be an extensive market for it, and flour would be received in return.

Halifax would become the grand emporium of trade for the British provinces.

With the assistance of the electric telegraph, an order from Quebec could be received in a few minutes, and the articles wanted could be sent off by the next train.

As the vessels now arrive in fleets in the spring, and again in the autumn, it is a matter of forethought and consideration to the merchant of Canada to know what he shall provide himself with.

To the intending emigrant it will afford him the choice of any month in the year to set out for his new country, and if by means of friends previously settled, his place of abode has been chosen, he can time his arrival so as to have the shortest possible time to wait until his own crops are ready to supply him with food.

Arriving now, as thousands annually do, in the spring, when the seed time is at hand, and the land uncleared, they lose the valuable opportunity of that year's crop, and have to wait over, existing, perhaps, upon their little capital for nearly 18 months, until the succeeding harvest comes to them. To all such emigrants nearly a year may be saved.

Surprise has sometimes been expressed that out of so many who yearly land in the provinces so many pass on and become settlers in the States.

To the poor man his labour is his capital, and he must transfer himself to the place where employment is to be found.

The proposed railway would be such a work as would engage thousands in its immediate construction. While the stimulus and new spirit it would infuse into the whole community, now cribbed and confined as it were to their own locations, would give rise to branches and other works which would employ additional thousands.

It has been seen that the population of some of the Western States have doubled and even tripled themselves in the course of 10 years.

The population of New Brunswick is now only 208,000. Her revenue in 1847 was 106,000*l.* sterling, or 10*s.* per head.

There is no apparent reason why, if the same facilities of employment and land for settlement were afforded, that her progress should not be also very great.

Every emigrant, induced to settle and remain in the country, may be calculated as producing 10*s.* annual revenue to the province.

If the formation of the railway increased the population of New Brunswick by 40,000 persons only, then her proportion of the guaranteed interest would be covered from that cause alone.

The same might occur also to Nova Scotia and Lower Canada.

It may be asked what is to become of the labourers employed upon the railway during the winter. This is the season when lumbering or cutting of timber commences. They might engage in it also. But with the wages earned in the summer they should be incited to purchase small lots of ground of about 50 acres each.

The labours of the season over, or suspended upon the railway, they could most advantageously employ themselves in clearing, logging, and improving their own lots. This they could do to such an extent that in the spring the women and older children could burn the logs off and put in some sort of crops for food, such as potatoes, Indian corn, &c.

Mechanics might either do the same, if railway work could not be found for them, or find employment in the towns.

Another great effect of the railway would be to enhance almost immediately the value of all real and personal property. The effects produced by the Erie Canal in doubling and nearly tripling that of the City of New York has been stated.

Villages and towns would, no doubt, spring up in its course the same as on the canal. The railway would give them birth. Agriculture and external commerce would support and enrich them.

But if, by its means, the navigation of the Gulf of St. Lawrence is spared, what an amount of human suffering and loss of life will it not save.

The losses from shipwreck have been great, but not equal to that arising from protracted voyages and crowded emigrant ships.

In 1847, 89,738 persons emigrated to the British provinces, of whom 5293 persons perished at sea, and 10,000 are said to have died after their arrival.

This was a most unusual year, and it is to be hoped, by every friend of humanity, that anything like it will never occur again.

No human means could have saved all this loss of life, but there is, no doubt, a less protracted voyage, and a more favourable time than the spring of the year in the St. Lawrence would have prevented some of the fatal results.

BRITISH NORTH AMERICA.

The railway established, the passage may be shortened, and the time of emigration may be selected at choice.

Troops are annually moved to and from Canada. About the close of the navigation in 1843, a transport, having the 1st Royal Regiment on board, was wrecked in the mouth of the St. Lawrence. The men got safely on shore, but there were no roads or means of getting away from the place. By the personal exertions of one of the officers, who made his way through the woods on snow-shoes to the nearest settlements, and thence to Quebec, information was given of the wreck, and a steamer sent down to take them off. But for this, the consequences must have been that the regiment would have had to winter there in the best manner they could.

Embarking and disembarking at Halifax, all danger and inconvenience from the Gulf navigation would be avoided. Time and expense would be saved, and the season might be disregarded.

The mails to and from Canada could pass over British territory exclusively, and they would be received at Quebec before the steamer reached Boston, and at Montreal about the same time as it arrived at that port.

In a political and military point of view, the proposed railway must be regarded as becoming a work of necessity.

The increasing population and wealth of the United States, and the diffusion of railways over their territory, especially in the direction of the Canadian frontier, renders it absolutely necessary to counterbalance, by some corresponding means, their otherwise preponderating power.

Their railway communications will enable them to select their own time and their own points of attack, and will impose upon the British the necessity of being prepared at all points to meet them.

It is most essential, therefore, that the mother country should be able to keep up her communications with the Canadas at all times and seasons. However powerful England may be at sea, no navy could save Canada from a land force.

Its conquest and annexation are freely spoken of in the United States, even on the floors of Congress.

Weakness invites aggression, and as the railway would be a lever of power by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some no distant period.

The expenses of one year's war would pay for a railway two or three times over.

The following extract from the Report of Lord Durham, Her Majesty's High Commissioner and Governor-General of British North America in 1839, is so apposite and just, and bears so strongly upon the subject under consideration, that it is conceived no better conclusion can be made to this Report than to insert it :—

" These interests are, indeed, of great magnitude; and on the course which your Majesty and your Parliament may adopt with respect to the North American colonies, will depend the future destinies, not only of the million and a half of your Majesty's subjects who at present inhabit those provinces, but of that vast population which those ample und fertile territories are fit and destined hereafter to support. No portion of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea-coast, around each island, and in every river, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water-power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favoured by the possession of a large number of safe and spacious harbours; long, deep, and numerous rivers, and vast inland seas, supply the means of easy intercourse, and the structure of the country generally affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial, and manufacturing industry are there. It depends upon the present decision of the Imperial Legislature to determine for whose benefit they are to be rendered available. The country which has founded and maintained these colonies at a vast expense of blood and treasure, may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population; they are the rightful patrimony of the English people—the ample appanage which God and nature have set aside in the new world for those whose lot has assigned them but insufficient portions in the old."

And if for great political objects it ever become necessary or advisable to unite all the British provinces under one Legislative Government, then there will be formed on this side of the Atlantic one powerful British state, which, supported by the imperial power of the mother-country, may bid defiance to all the United States of America.

The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway.

(Signed) Wm. Robinson,
Captain Royal Engineers, Brevet-Major.

August 31, 1848.

Major-General Sir John F. Burgoyne, K.C.B.,
Inspector-General of Fortifications,
&c. &c. &c.

Route Explored for Proposed Trunk Line of Railway
from Halifax to Quebec ..... Coloured Red
Other Lines Partially examined ..... Do. Orange

Scale of English Miles
5 10 20 30 40 50

NOVA SCOTIA
NEW BRUNSWICK & PART OF CANADA

Shewing the

Explored Route for the proposed

TRUNK LINE OF RAILWAY

from

HALIFAX TO QUEBEC.

By { Capt.ⁿ Robinson ..... R.ᵗ Engᵉʳˢ
& Capt.ⁿ Henderson }

31 Augᵗ 1848.

List of Inclosures to Major Robinson's Report of August 31, 1848.*

Report on the proposed trunk line of railway from an Eastern Port, in Nova Scotia, through New Brunswick, to Quebec, with seven appendices.
Bound book containing 16 exploratory plans.
Printed map of Nova Scotia, New Brunswick, and a portion of Lower Canada, showing the explored route for the proposed trunk line of railway from Halifax to Quebec.
Model map.
General section.
The foregoing relate to the line of railway recommended.
Plans Nos. 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, and 31, of a line of railway reported upon.

Appendix No. 1.

(Plans referred to :—General Plan No. 1, Book of Plans 16, Detailed Plans, Nos. 25, 26, 27, 28, 29.)

Report on and Description of the proposed Trunk Line of Railway from Halifax through New Brunswick to Quebec.

The exploratory surveys which have been carried on during the years 1846-7, for the purpose of ascertaining the practicability of establishing a line of railway from the Atlantic shores of Nova Scotia, through the province of New Brunswick to the city of Quebec, on the River St. Lawrence, having resulted successfully, I have the honour to furnish you with a report upon the line which has been found practicable, and which has fallen under my more immediate observation and direction.

The port of Halifax, in Nova Scotia, being selected as the Atlantic terminus of the railway, the chief difficulties to be surmounted between that port and the St. Lawrence have been ascertained to be the range of highland in Nova Scotia, known as the Cobequid Hills, averaging from 800 to 1000 feet in height; and two ranges of highlands, one of which crossing the province of New Brunswick from the River St. John, below the Grand Falls in the north-easterly direction, rises to a considerable elevation at the head waters of the Rivers Tobique, Miramichi, and Nepisiguit, and thence descends gradually to the shores of the Bay Chaleurs.

The other range lying between the Rivers Restigouche and St. Lawrence, and nearly parallel to their general course, is very broken and lofty, some of the mountain ranges attaining an elevation of 3000 feet above the sea.

Another obstacle of a general nature exists, and which increased the difficulty of ascertaining a practicable line through New Brunswick, inasmuch as the course of the line of railway is at right angles to the general course of the numerous rivers which intersect that province.

The proposed line passes the first of these obstacles, the Cobequid Hills in Nova Scotia, about 65 miles from Halifax, by the valley of the Folly River, in the township of Londonderry, attaining its summit level 600 feet above high water at Halifax, at the lake from which that river flows, being the lowest point on the hills to which there is a favourable approach, which has been ascertained.

The line avoids the broken and lofty chain of highlands in New Brunswick, by following the level shores of the Bay Chaleurs, and it ascends the range of highlands north of the Restigouche, by the valley of the Metapediac River, and the lakes at its head waters, by easy grades, attaining its summit level 760 feet above high water at a point about six miles north of the Great Metapediac Lake, from which it then descends along the vallies of different tributaries of the St. Lawrence to the Metis River, which it crosses about 10 miles above its mouth, and is then clear of the highlands.

The distance from Halifax to Quebec by the proposed line or railway, will be about 635 miles.

Of these 124 miles are in the province of Nova Scotia,
234 miles in New Brunswick, and
277 miles in Canada.

Commencing at Halifax, the comparative advantages of having the terminus in the city which is situated on the western shore of the harbour, or in the village of Dartmouth, which is on the eastern side, and immediately opposite the city, becomes a matter of detail for future consideration.

From Dartmouth the line passes through the broken chain of land which runs parallel with the south-east coasts of Nova Scotia, by the valley formed by the chain of lakes which extend from Dartmouth to the Great Shubenacadie Lake, a distance of about 20 miles.

The highlands come in pretty close to the lakes on both sides, leaving here and there narrow flats along their borders. The rock is chiefly slate, and along the bottom of the valley are large quantities of loose fragments of rock from the adjacent hills, boulders, gravel, &c.

The gradients on this portion of the line which has been calculated chiefly from the sections made for the Shubenacadie Canal, which was intended to follow this chain of lakes, will be favourable, though from the rocky and broken character of the ground, it will be probably expensive.

For the first nine miles the line follows the western shores of the lakes. The hills are a short distance back, leaving a stripe of irregular low ground indented with bays, the waters in which is shallow.

The summit level is at the south end of Lake Charles, from which the water flows into the

* The Plans and Maps enclosed in Major Robinson's Report, being on a very large scale, are not printed but the annexed general Map has been prepared in lieu thereof.

Shubenacadie. The Dartmouth Lakes, the first of the chain, empty themselves into Halifax harbour, being 65 feet above high water, the rise from them to the summit level Lake Charles is only 25 feet, the distance being one mile.

After reaching the northern extremity of Lake William, nine miles from Dartmouth, the line crosses to the eastern shores of Lake Thomas, the next in the chain, and thence by the eastern shores of Lake Fletcher to the Grand Lake.

The western shores of these two lakes are bold and rocky, with deep water. The eastern are easy as respects curvatures, and the water is shallow, should it be necessary to build into them.

The railway will, however, probably interfere with the present line of road.

Should the terminus be in the city of Halifax, the line thence would join one coming from Dartmouth at the northern extremity of Fletcher's Lake, 15 miles from Dartmouth, and 19 from Halifax. The latter would be consequently the longest by four miles.

The summit level in the line from Halifax, between the waters flowing into Halifax Harbour and those falling into the Shubenacadie, is 232 feet above tide-water in the former. The gradients will be consequently more severe.

For the first seven miles after leaving Halifax, the line follows the shores of the Bedford Basin, a portion of Halifax Harbour, which are broken and rocky. To obtain curves of half a mile radius, heavy embankments will be necessary across the deep bays ; for the remainder the expense and difficulties will be about the same with the line following the lakes.

After leaving Bedford Basin, the line ascends the valley of the Sackville River for about three miles. On the east side of this valley is the ridge of land separating the Halifax and Shubenacadie waters.

The most favourable point ascertained for crossing this is about 5¼ miles from the head of the basin, and is 232 feet above its waters. The heaviest grade involved to reach this will be 43 feet per mile for three miles. It will also involve a heavy embankment, about 700 feet long, between the summit level and the shores of the Long Lake, from which it will descend to the north end of Lake Fletcher, by the valley of the Rawdon River, where it joins the line from Dartmouth.

Between the north end of Fletcher's Lake and the point where the line will strike the Grand Shubenacadie Lake are three ridges projecting into the lake, which will require to be cut through; the two next the Grand Lake being about 30 feet deep. Thence it follows the shore of the Grauk Lake for about three-quarters of a mile. The high land comes out close on the lake, but the water is shallow,

Leaving the lake shore at the 17½ mile it crosses to the west shore of the Gasperean Lake. There is a low ridge between the two which will require cutting.

It will be necessary to carry the line along the shallow water on the west shore of the Gasperean Lake, leaving which it again strikes the shores of the Grand Lake at Sandy Cove, and follows it for half a mile to the outlet of the Shubenacadie River, which flows into the Bay of Fundy.

After leaving the Grand Lake, the line for 19 miles follows the general course of the valley of the Shubenacadie River, as far as the mouth of the Stewiacke River.

About two miles from the Grand Lake, it crosses the Shubenacadie River, and then follows the western side of the valley, which comes in with an easy slope to the river, and offers no obstruction. An embankment of some 8 or 10 feet high will be required across the valley of the Nine-mile River, from which to Barney's Brook, at the 27th mile, the valley is broad and open, and nearly flat, and thence for a mile it will be on the level margin of the river.

At this place, Black-rock Point, the land runs out high upon the river on both sides. A cutting will be necessary on the eastern side, about 30 feet deep, and a quarter of a mile long.

The rock being plaster of Paris, with a covering of clay, it will be easily quarried. The line then crosses the river, the valley of which is crooked below this point, and passes through the highland on the western side by a grade of about 30 feet per mile, for less than a mile, and thence descends into a broad flat.

Between this and the mouth of the Stewiacke River it crosses the Shubenacadie twice ; the ground offers no obstructions, except an embankment, which will be required at the 31st mile, about 6 feet high, for one mile, where the line crosses the broad marshes of the Shubenacadie, which are flooded by high freshets.

Between the crossing of the Stewiacke River, about 38 miles from Dartmouth, and the head of Truro mill-stream at the 50th mile, which is the water-shed of the Truro and Shubenacadie waters (145 feet above high-water at Halifax), there will be several cuttings of from 15 to 20 feet deep, so that none of the gradients may exceed 40 feet in the mile, and these will be short.

From the 50th mile the line descends by the valley of the Truro mill-stream, by an easy grade of about 17 feet per mile, to the village of Truro, at the 55th mile, which it will pass about a quarter of a mile to the westward, and cross the head of the Cobequid Bay by a bridge which will require to be about 500 feet long. From thence it commences the ascent of the range of hills known as the Cobequid Hills, which run north-east and south-west, nearly parallel with the bay, and directly across the line of the railway.

The rock formation through which the first portion of the line passes ceases at the Grand Lake; from thence to Truro the country, generally speaking, is of a fertile description, the hills being composed of a strong clay, with here and there limestone and gypsum rocks. The soil of the fertile valley in which Truro is situated, as well as the shores of the Cobequid Bay, is red sandstone.

After crossing the head of the Cobequid Bay the line passes along the southern slope of the

hills to the foot of the ascent at the 66th mile. In this distance it will have to cross the Chiganois and De Buit Rivers, and the swell of land lying between them, the highest elevation being between those rivers about 170 feet above high water; but none of the gradients, it is calculated, will exceed 40 feet per mile.

The summit-level which the line has to attain is by actual section determined to be 600 feet above high water, being at the lake from which the Folly River flows.

The section, which has been accurately , shows a gradient of 1 in 85 feet, or about 62 feet per mile, for 5¾ miles; but by keeping a higher level, the ascent to the lake may be overcome by a grade of 57 feet per mile for 6½ miles.

In this distance there are eight ravines to be crossed, four of which will require heavy bridges.

The valley of the Pinebrook will require a heavy embankment, material for which will be supplied by a deep cutting necessary at the crossing of the road beyond.

The upper portion of the ascent, for four miles below the lake, is composed of hard, igneous rocks, with a covering of earth in most places, but the rock will probably be met with if cuttings to any depth become necessary.

At about four miles on the south side of the lake, 71 miles from Dartmouth, there is a breadth of about half a mile of conglomerates, shale, and sandstone, in which a valuable deposit of speculative iron ore has been discovered; it is of very rich quality, and operations have been commenced by a company to work it.

The heavy grade ceases at the saw-mill half a mile below the lake, in which distance there are three small ridges to cut through, which will furnish material for crossing the shallow arm of the lake; thence the western shore is nearly straight, with shallow water, admitting of a level line, with easy curvatures, along its margin.

At the 75th mile a small ridge at the north end of the lake separates its waters from those of the Wallace River.

The descent from the lake is very rapid into the valley watered by that river. By actual measurement it has been ascertained that the ground falls 356 feet in the first three miles northwardly from the lake; thence the valley is broad and flat. The hills on the eastern side rise very abruptly, those on the western side having a gentler slope towards the valley afford the most favourable ground for the location of the railway.

The actual section line, which has been run at a gradient of 70 feet per mile, may be improved upon by keeping a higher level, and the descent may be overcome by a gradient of about 66 feet per mile for 4¼ miles along the western side of the valley.

Here the hills turn abruptly to the westward, and on reaching the foot of this descent, at the 79th mile, some cutting will be necessary to carry the line with a radius of half a mile for one mile, round the shoulder of the hills.

A lesser range of hills lies north of the Cobequid range, which, at this point, is separated from them by the valley of one branch of the Wallace River, which the line ascends for 2¼ miles, at a grade of 35 feet per mile, and thence passes through this lesser range by the valley of the west branch of the Wallace River. Then crossing the valley of the Little Wallace River it falls at a grade of 35 feet per mile to the valley watered by Tulloap's Creek, by which it descends at easy grades for about seven miles to the 95th mile, where it turns the shoulder of the ridge of land lying east of the River Philip by a curve of three-quarters of a mile radius, involving some cutting, but to no great depth.

From thence it descends at a grade of 20 feet per mile for four miles along the fertile valley of the river Philip, which it will cross at a short distance below the confluence of the Black River, and ascend for five miles by the valley of the Little River by a very easy grade.

From this to Bay Verte the country presents a very level appearance, and the line will probably deviate but little from a direct line.

The gradients will be most favourable, and none, it is expected, will exceed 15 feet per mile.

At the 120th mile the line crosses the Tidnish River about a mile above its mouth, and thence follows the level shores of the Bay Verte, at a distance of from one to half a mile.

It leaves the province of Nova Scotia 124 miles from Halifax Harbour.

The section of country traversed by the line, from the Cobequid Hills to Bay Verte, is generally speaking through light soil of good quality. There is little or no rock. Should any be met with it will be sandstone, furnishing excellent building material.

Much of this portion of Nova Scotia is well cultivated and populous.

The line from Bay Verte enters the province of New Brunswick, and as far as the crossing of the Miramichi River at the 223rd mile, although running nearly at right angles to the course of the rivers flowing into the Gulf of St. Lawrence, will deviate but little from a general straight course and from the level nature of the country; although it will have to cross the swells of land lying between the different rivers, it may be expected confidently that the heaviest gradients will not exceed 40 feet per mile, the generality being very favourable.

As far as the Cocagne River the country traversed by the line is very level. The section line, which was run along the head waters of the rivers flowing into the Gulf of St. Lawrence, shows that the highest point is little more than 200 feet.

By following the general direction laid down on the plan, dependent, of course, upon the bridge sites which shall be selected on the different rivers, no difficulties of a serious nature will be encountered. Should any cuttings be necessary, they will not be expensive as no rock is likely to be met with.

The section of country which will be opened up between Bay Verte and the Richibucto River offers much excellent land for settlement. From thence towards the head waters of the

BRITISH NORTH AMERICA.

Rouchibouguac are extensive flat barrens, and the country between that and the Miramichi is very level.

The rivers are all small, and no heavy bridging will it is expected be required.

It is proposed to cross the south-west branch of the Miramichi River near the head of the tide, opposite the mouth of Indian Town Brook. It will require a bridge about 500 feet long, and 30 feet high. There are heavy freshets in this river, but no damage need be apprehended to a well-constructed bridge either from ice or freshets.

Between this and the north-west Miramichi River a detour will be necessary to the westward, to avoid the swell of land lying between these two rivers, and which runs to an elevation of about 300 feet. The line crossing the Miramichi opposite to the mouth of the Indian Town Brook, will ascend by the valley of that brook, and then diverge to the westward, through a flat cedar country, to the north-west Miramichi River, which it crosses at the 234th mile by a bridge, which will require to be 2000 feet long and 30 feet high, the river here being very wide and shallow. A site requiring a bridge of less length may probably be selected on further examination.

From this the line follows the broad valley watered by the north-west Miramichi, as far as the 260th mile, at gradients varying but slightly from a level, excepting the first five miles, which will require gradients of about 25 feet per mile. The land between the north-west Miramichi waters and the Nipisiguit River traversed by the line is almost a dead level, and it descends to that river by a grade of 25 feet per mile for three miles.

It is proposed to cross the Nipisiguit River near the Pabineau Falls, and after following the valley of the Nipisiguit a short distance it continues as far as the 325th mile to follow the general direction of the shores of the Bay Chaleurs, passing within a short distance of the town of Bathurst.

The precise direction of the line will, of course, depend upon the bridge sites selected on the several streams and rivers flowing into the Bay Chaleurs.

As far as the 305th mile the land is very level and the streams small. The Jaquet River lies in a large deep valley, but it is believed may be approached and crossed about four miles from its mouth without any great difficulty.

The gradients on this portion of the line will be found very favourable, and will not, it is calculated, exceed 17 feet per mile, the greater portion being very much less.

The shores of the Bay Chaleurs are thickly populated. The inhabitants near Bathurst are chiefly Canadian-French. Towards the Restigouche the inhabitants are principally Scotch, many of them having excellent farms.

After reaching the valley watered by the Eel River the line may approach the Restigouche River, either by following the valley of the Eel River to its source, and thence by the vallies of several small streams, and reach that river either at the mouth of Christopher's Brook, seven miles above Campbellton, or at a point five miles above that.

The summit level at the head waters of the Eel River has been calculated at 368 feet, which will probably be found too high. This would involve a grade of about 18 feet per mile for 16 miles.

It will perhaps be better to avoid this gradient and the curves which will be necessary in descending the vallies of the small streams flowing into the Restigouche, to cross the Eel River, and pass through the range of hills lying south of the river Restigouche, about five miles from the town of Dalhousie. The hill which rises immediately in the rear of that town here falls away almost to the level of the country about Eel River, and from thence the line would follow the bank of the Restigouche, passing through the village of Campbellton, and continuing between the present road and the shore as far as the mouth of Christopher's Brook. The gradients on this portion would be very slight.

Opposite to and above the mouth of Christopher's Brook the Restigouche is full of islands; the mountains, especially on the south shore, come down boldly to the river, and it is proposed to take advantage of these islands to cross the broad channel of the river to the more favourable ground on the north shore.

There is no accurate survey of these islands, but they are so numerous that the expense of bridging will not be greater than if the line were to cross above, when it would require a bridge at least 1800 feet long, and a heavy embankment on the north shore. The danger from the rush of the ice freshets, which sometimes occur in the spring of the year in this river, will be less, if the bridge be carried over among these islands.

After crossing the Restigouche River the line will follow the north bank as far as the mouth of the Metapediac River, at the 359th mile.

The section of country lying between the Restigouche and St. Lawrence Rivers is a vast tract of high land, intersected in every direction by deep vallies and vast ravines, through which the rivers flowing to the St. Lawrence and Restigouche wind their course.

The height of land from which these rivers flow respectively north and south is full of lakes, and along them the mountain ranges rise to a great elevation.

The average distance between these two rivers is about 100 miles.

The only available valley which my knowledge of the country, or the explorations we have carried on enable me to report upon, by which a line of railway can be carried through this mass of highlands, is that of the Metapediac River.

This valley extends from the Restigouche to the Great Metapediac Lake, a distance of between 60 and 70 miles, and as the summit level to be attained in that distance is only 763 feet above tide-water, the gradients, generally speaking, are extremely favourable.

From the broken and rocky character of this section of country, some portions of this part of the line will be expensive, especially the first 20 miles of the ascent, in which the

hills in many places come out boldly to the river, and will render it necessary to cross it in several places.

The rock formation is nearly all slate. There are settlements on the Metapediac River as far as the Mill stream.

Generally speaking, however, the greater portion of this section of country is unfit for cultivation, consisting of a gravelly rocky soil, covered with an endless forest of spruce, pine, birch, cedar, &c.

From the mouth of the river as far as the 365th mile, the line continues upon the east bank. Above this, at the mouth of Clark's Brook, the rocky bank of the river is very unfavourable, and to obtain proper curves, it crosses to the point opposite, and then recrosses immediately above, to the more favourable ground on the east bank.

Between this and the mouth of the Apemetquagau River, the line, to obtain good curves and avoid those places where the hills come out bold and rocky, crosses the river four times.

The position of the line for three miles above and below the Apemetquagau River, where the hills are steep and rocky close on the river, will be the most expensive part of the line.

Above this the line follows the eastern bank to the 377th mile. The hills on either side are very high, but the eastern bank is pretty favourable. Between the 378th and 380th mile, the river turns twice almost at right angles, shut in on the south side by a rocky precipice 150 feet high.

It will be necessary to cross the river three times here. The centre bridge will be a heavy one, but there is an island in the elbow, which will serve as a natural pier. Above this from the 380th mile to the Forks (the mouth of the Casupscul River) at the 395th mile, the valley becomes more favourable. The hills on either side are not so lofty, and recede further from the river. The line crosses the river twice between the 385th and 390th mile, to avoid a rocky precipice on the left bank; and again about one mile below the Forks, making in the first 38 miles up the valley of the Metapediac, 12 bridges in all. These bridges will average from 120 to 150 yards long.

From the 395th mile to the Metapediac Lake, the line continues on the eastern side of the valley; the ground is stony and uneven. The gradients will be very favourable, and, with the exception of "The Grave," at the 405th mile, where there is a rocky spur running out on the river, there are no very serious difficulties.

The line again crosses the river at the 409th mile, and from thence follows the eastern side of the Metapediac Lake to the 420th mile.

The mountain ranges to the westward are very lofty. There are two spurs running out on the lake, at the southern end, which the line turns at easy curves close to the shore; beyond this it passes through a cedar swamp into more favourable ground at Brochers, clearing at the north end of the lake; from this it ascends to the summit-level 763 feet above tide-water at the 426th mile. This is the water shed between the Restigouche and St. Lawrence waters.

Between this and the St. Lawrence the country is intersected and crossed by a constant succession of ridges, rising to a considerable elevation between the different small tributaries of the Tartigau and Metis Rivers. The line descends at easy grades by the valley of the former to the 432nd mile, where it turns to the westward, and ascends to the 435th mile, by the valley of one of its small tributaries. The water shed here between the waters of the Metis and Tartigau is about 750 feet, and the descent from this to the Metis, by the valley of Pachet's Brook, is rapid, and will involve a grade of 55 feet per mile, for eight miles, which will carry the line clear of the highlands.

Further explorations may probably suggest improvements upon this line through the highlands, which, however, as far as regards gradients and curves, is as favourable as can be expected.

A party was sent to explore for a line from the Metapediac River, westward, following the valley of one of its tributaries, and thence across to the Rimouski River; and, from the reports I received from them, it appears probable that a practicable line may be obtained following the valley of Metallics Brook, five miles below the forks of the Metapediac, and along a succession of lakes to the Rimouski, and thence by the valley of the Torcadie River to the Abersquash, and by its valley to the point where the proposed line crosses it.

It would require a whole season to explore this section of country.

The proposed line, after descending the valley of Pachet's Brook and the valley of the River Metis, crosses the river at the 445th mile, about 10 miles above its mouth, and ascends by the valley of the River Haget, one of its tributaries, almost on a level to the water-shed at the 459th mile between the Metis and Rimouski waters, and descends to that river at the 469th mile at a grade of 44 feet per mile for five miles.

The Rimouski River lies in a deep valley, and the line descends to it at this grade by the valley of the "Rosseau Bois Brulé," to gain the opposite valley of the Rigamard stream, by which it is proposed to ascend to the table land lying between it and the Trois Pistoles River. A bridge 500 feet long and 40 feet high, will be required across the Rimouski, as it is necessary to pass it opposite the mouth of the Rigamard. The hills on either side for the first two or three miles of this valley are steep; above that it widens, and the line reaches the table-land which extends to the Trois Pistoles River, at a grade which it is calculated will not be more than 20 feet per mile for six miles.

An improvement on this line may, perhaps, be made by descending the valley of the River Bois Brulé, and ascending by the valley of the stream of the little Rimouski.

The line proceeds at almost nominal grades to the Abawisquash River, which it crosses at the 500th mile.

Four miles further the table-land is intersected by the deep ravine formed by the stream of the Trois Pistoles River.

This will require a heavy bridge. The width between the banks at top is 300 feet, the stream at the bottom is 100 feet wide; the ravine being 150 feet deep, it will be necessary to have the centre span as large as possible, to diminish the great height required for the piers.

The line from this continues at very favourable grades, crossing the Rivière du Loup at the 527th mile, about five miles above its mouth, and thence (either in the second or third concession) for 100 miles through a densely-populated country of the most favourable description, to the Boyer River at the 620th mile, from which it rises to Beaumont Church, 278 feet above tide water, and descends at a moderate grade for about nine miles, to Point Levi, opposite the city of Quebec.

(Signed) G. W. W. Henderson,
Captain Royal Engineers.

Major W. Robinson, R.E.,
&c. &c. &c.

Table of probable Gradients on proposed Halifax and Quebec Railway.

Prevailing Gradients.	Canada. Quebec to Restigouche River.	New Brunswick. Restigouche River to Bay of Verte.	Nova Scotia. Bay Verte to Halifax Harbour.	Total.
	Miles.	Miles.	Miles.	Miles.
Level and under 20 feet per mile	222	151	66	439
20 to 40 feet ,,	42	71	37	150
40 to 50 feet ,,	5	8	10	23
50 to 60 feet ,,	8	4*	7	19
60 to 70 feet ,,	None	None	4	4
Total . . .	277	234	124	635

* This gradient will be avoided by following the Restigouche instead of the Eel River.

(Signed) G. W. W. Henderson,
Captain, Royal Engineers.

Appendix No. 2.

(Plans referred to :—Nos. 17, 18, 19.)

Report on the Explorations from the Miramichi Lake, across the Valley of the Tobique, to the Restigouche River.

The explorations carried on during the autumn of 1846 having shown that the chief difficulties to be encountered by any line of railway passing through the central portion of New Brunswick was the large valley watered by the River Tobique, which running directly across the general direction of the line must be crossed by it, and that the height of land on the southern side was of great elevation, the explorations were directed in the following year (1847), to ascertain the practicability of ascending to this height of land from the table-land between the waters of the Miramichi and Nashwauk Rivers to the westward of Boistown, and to which there is easy approach from the level country to the southward; and having gained that height of land south of the Tobique River, to ascertain the practicability of crossing its valley at the most favourable grades.

This valley is about 30 miles wide. The highlands bounding it on the south side are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles south of the river; 1216 feet above the sea, or 894 above the river.

The height of land or water shed on the north side of the valley is about 12 miles from the river, and 418 feet above it, 838 feet above the sea.

The exploration was commenced between the Napadogan Lake and the Miramichi Lake, about 20 miles north of the portage road from Boistown to Fredericton.

The line which has been reported upon as practicable involves, as will be seen, very heavy grades.

From the point of starting the line descends at a grade of about 54 feet per mile for two miles to the Miramichi Lake; thence it passes through a dry spruce country to the south-west of Miramichi River, which it reaches at the fifth mile; from this it follows the valley of that river for seven miles at very easy grades to the forks of the river, where it crosses the west branch, and ascends by the valley of the north branch, as shown by the black line on the Plan, to the point D, at the 21½ mile, at easy grades, shown by the red line on the section; none exceeding 16 feet per mile.

Then it meets a ridge of land which will cause it to diverge to the eastward, and involve a grade of about 50 feet per mile for two miles; and thence follows the valley of the north branch of the Miramichi, at a gradient of 44 feet per mile. The valley here is very narrow and broken, the highlands coming in close on either side.

The line leaves the valley of the River Miramichi at the 26th mile, and follows the valley of one of its tributaries, called the Dead Water Brook, at the same grade of 44 feet per mile to the 28th mile, at the point F.

From this it continues along the same valley, but at an easier grade of 20 feet per mile to

the water-shed between the Tobique and Miramichi Rivers, 1205 feet above the sea at the 30½ mile.

The Otella and Beaver Brooks take their rise on this height of land, being tributaries of the Tobique, and the line attains its summit level 1216 feet above the sea, at the small lake which is the source of the Otella, at the 31st mile.

A small ridge divides this lake from the waters of the Beaver Brook, which would have to be cut through.

From this point commences the descent into the valley of the Tobique.

The direct descent by the valley of the Otella, &c., had been found impracticable, the fall being far too rapid.

The most favourable gradient which can be maintained is one of 58 feet per mile, for nine miles, by keeping along the side of the hills as far as the River du Chute, crossing several streams, one of which, that of Beaver Brook, will require heavy bridging.

After crossing the River du Chute, which will also require a heavy bridge, the line descends at a gradient of 15 feet per mile for three miles.

Here it has to cross the valley of the River Wapsky, about two miles wide, which will involve an ascending and descending grade of 66 feet per mile, each one mile, and a bridge 40 feet high across the stream.

This point (C 2 on the plan) is the water-shed between the Wapsky and the Little Gulquac, and the line descends at a gradient of 48 feet per mile for five and a-half miles to the River Tobique by the valley of the Little Gulquac.

The Tobique, which the line crosses at the 50th mile, will require a heavy bridge, 50 or 60 feet high; the river is about 242 feet wide: on the south side the bank is bold, and favourable for bridging; on the north is an interval flat, which will increase the length of the bridge or viaduct to about feet.

After crossing the Tobique, the line, keeping to the westward of that actually explored, ascends for the first five miles at a gradient of about 20 feet to the mile, through a dry level tract of country.

From this the grade increases to 44 feet per mile for three miles to the point E, from which the line ascends by the valley of the west branch of the stream, called the Two Brooks, for four miles, at a grade of about 43 feet per mile.

It continues so ascend at this grade for four miles (to the point (a)), the water-shed between the Tobique and Salmon Rivers, being 12 miles south of the former, and 418 feet above it.

Thence the line keeps westward of the exploratory line, avoiding the high ground crossed by it, following the vallies of the Salmon and Grand Rivers.

The first of these, it is calculated, will involve an ascending and descending grade of 20 feet per mile, each four miles.

The line will ascend to the water-shed between the Grand River and Beaver Brook, a tributary of the Restigouche River, about 920 feet above the sea, by an easy grade of about eight feet per mile.

From this point at the 78½ mile (b on plan), it descends to the Restigouche River by the valley of Beaver Brook.

It is calculated that the first 4½ miles will require a grade of 45 feet to the mile, and thence one of about 24 feet to the Restigouche River, about 11 miles. The whole distance being about 94 miles from the Miramichi Lake.

Other valleys also exist by which it is believed the Restigouche may be reached, after leaving the Tobique valley, and by about the same grades.

The valley of Boston Brook would bring the line to the Restigouche more to the westward; that of Jardine's Brook would carry it more to the eastward and nearer to the valley of the Kedgwick River, which is the only tributary of the Restigouche, by which it is believed a practicable route can be obtained through the highlands between the Restigouche and St. Lawrence Rivers on this general direction.

The tract of country which this line passes through, and would open up north of the River Tobique, is very excellent soil, and offers fine land for settlements.

(Signed) G. W. W. Henderson,
Captain, Royal Engineers.

Major W. Robinson, R.E.
&c. &c.

Appendix No. 3.

(Sketches attached.)

Report of Mr. Wilkińson.

Sir, Fredericton, December 31, 1847.

I have the honour to state to you the general results of the exploratory survey in which I have been engaged, under your direction, during the past summer and autumn, with the view to the discovery in part of a line favourable for a railway between Quebec and Halifax. In doing so, I will as much as possible observe the brevity which you desire me to regard as sufficient.

Passing by the subject of preliminary arrangements, and the circumstances which controlled he selection of the lines examined, it will be sufficient to say, that the general object was to

discover a favourable route between the valley of the Abawisquash, a branch of the Trois Pistoles, and a point on the Restigouche River, favourable for union with another division of the general line, in progress of exploration by Corporal Dumble, from the valley of the Tobique River.

The line first examined I will describe as Route No. 1, so distinguished in the sketch hereto annexed.

Between the head of Lac des Iles, discharging itself into the Tolidi, and the Abawisquash River is a low depression in the summit-level, or height of land, favourable, as I believe, for our object. From this point the ground appears generally practicable, following the margin of Lac des Iles, and thence the course of its discharge towards the outlet of Eagle Lake, a distance by estimation of about nine miles. From Eagle Lake it is very probable that a communication with the Rimouski would be found by following the valley of the left-hand branch of the Toledi to its source, and thence descending the valley of the Touradi. But the more direct course by Route No. 1 was experimentally continued. Between Eagle Lake and the middle branch of the Toledi is a continuous ridge of 300 or 400 feet average elevation above the former. Like other ridges in the neighbourhood, it consists of much good land for settlement, but apparently affords no pass suitable for our object within an extent of six or seven miles. On exploring from the middle branch westerly to the head of the lake, however, the descent appeared to exceed the ascent as much as 150 or 200 feet. A very direct communication would therefore be ineligible. The course to be recommended passes by an easy curve southward of the lake and the southern extremity of the ridge in the manner indicated in the sketch; thence, north-easterly by the valley of the Middle branch. Where the line would enter this valley the general inclination is apparently about 25 or 30 feet per mile, until approaching within about three miles of the last of four successive rapids or falls. It is probable that the inclination here may be from 40 to 60 feet per mile, until we reach the dead or smooth water. The banks of the Middle branch afford only a small extent of flat ground, say from one to three chains in width, on each side alternately, seldom on both sides at once; but the slope of the rising ground is commonly moderate, and without abrupt angles or turns, with the exception of the three miles just mentioned. Here some degree of difficulty might occur in determining the best site for the line. A small extent of rock cutting at one or two points would probably be necessary. Time did not permit an instrumental examination of the ground, but nothing like impracticability is indicated.

Passing the Falls, the valley of Middle branch south is level for a distance of about seven miles in a direct line south-westerly, including, in that distance, a lake of about two miles in extent. The bed of the valley consists of an alluvial deposit of great depth, through which the stream has a very tortuous channel, with a current scarcely perceptible, frequently very deep, and always remarkably clear. The next five miles of this valley ascend somewhat rapidly, say at the rate of 40 to 50 feet per mile.

From a distant but commanding point of view, I judged that the remaining rise might not be less favourable; but upon examination of the last four miles, the rate of ascent proved to be much more objectionable. The result, however, of a series of elevations and depressions taken by your direction over this portion of the route, and which at leisure moments have been somewhat hurriedly computed, do not warrant me in saying that the rate of inclination of the four miles in question is more than objectionable. Its practicability is, I believe, proved by at least two examples of much steeper inclined planes daily ascended by locomotive power, with both passengers and freight. I refer to the Lickey inclined plane of 1 in 37, on the Birmingham and Gloucester Railway; and another, of 1 in 34, which I understand to exist on the Hartlepool and Stockton. The sketch hereto annexed (No. 1.) exhibits, with regard to these, the proportion of the more favourable acclivity, by which it appears practicable to escape from the valley of the branch of the Toledi under examination. No exploration has, however, been made in order to discover facilities, the existence of which I am not prepared to doubt, of improving or avoiding this acclivity. Much lateral exploration must at some points be expected. We could scarcely hope that we should succeed at the first attempt, without map or guide, in passing through a wide extent of primeval and almost unknown forest, over a line in no respect objectionable.

Passing the summit-level at the source of the middle branch south, the route descends by the valley of the north-west branch of Green River. For the first five miles the rate of inclination is very moderate, deviating but little from a level; two lakes and much small water being included in that distance. From thence to the confluence of the east branch of Green River, a less regular and often more rapid descent is indicated. In the judicious distribution of the irregularities over a continuous descent in actual construction, however, I am not prepared to say, that an inclination exceeding 30 or 35 feet per mile would anywhere be necessary.

Descending the last nine miles of the north-west branch, the valley becomes more contracted, the flat margin generally narrower, the banks steeper and higher, and the turns more abrupt. But these characteristics do not become so remarkable as apparently to affect the practicability of this portion of the route until we approach to within about three miles of the conflux of the two branches, or upper fork of the main Green River; nor do they continue of the same kind beyond about two miles along the eastern branch.

This part of the line having come under your personal observation in order to ascertain its practicability, by curves of admissible radius, a more particular survey of the apparent obstacles, and a rough plot of the same, were made for your satisfaction. For more ready illustration, I avail myself of a trace from the original, No. 2, hereunto annexed, to which I beg leave to refer.

From A to I, being a distance of four miles and about 30 chains, are introduced six curves,

of one mile radius each, arranged in a manner the effect of which would be as follows: from A to C the cutting would be insignificant. At B, about 5 or 6 chains in extent, partly of clay, slate may occur. At the point D, perhaps for an extent of 10 chains in each direction, deep cuttings may be necessary, but no sufficient examination has been made to determine this fact; or whether, to some extent, a gap or depression may not exist, as at the point G. From E to I, the cutting would apparently be light, these points being nearly on the same common level with the intervening point G, or say 30 or 40 feet above the surface of the water at the confluence of the two branches. In order that in this part of the valley the roadway may be clear of water, snow, ice, and driftwood, at all times, perhaps a less elevation than about 10 feet above the lowest level of the stream could not be recommended.

Assuming that the maximum depth of cutting to be admitted should not exceed 25 feet, then the highest ground which could be intersected would be 35 feet above the lowest level of the water. With the exception of the point D, the elevation of which is uncertain, it does not appear from the facts ascertained that the intersection of any point so high as 35 feet would be necessary in order to obtain curves of one mile radius; on that cutting approaching to 25 feet in depth, would occur to an aggregate extent exceeding 50 or 60 chains along the portion of the line shown on the sketch. Were it a desideratum to pass this, apparently the most confined and crooked portion of the route, without cutting, it would appear that curves of from 20 to 80 chains radius would accomplish our object.

Pursuing the route along the east branch by an ascent apparently not exceeding 30 feet per mile, another branch occurs on the left, distinguished on the sketch as "Otter Branch." On opening here to the eastward was noted for further exploration. In the meantime, following the main stream about due south for three miles, another opening claims attention. It was at first deemed probable that this would lead to the source of the main Restigouche. It may, indeed, lead to a favourable communication with this stream; but it was subsequently discovered, as it will be again necessary to notice, that the opening in question was really at the head of the valley of a principal branch of Green River, distinguished on the sketch as Green River East. Resuming the exploration at the end of the southerly range just noticed, of the East Branch, this stream again turns suddenly to the eastward, flowing somewhat tortuously through a narrow valley, bounded by very high hills, and having a fall varying from 60 to 90 feet per mile. Having traced the stream to its source in a pass between high hills, and continuing an easterly course, we shortly meet with a spring, no doubt a tributary of the Restigouche, flowing south-easterly down a narrow and deep ravine. Crossing the head of this ravine, and passing over a high ridge, we descend suddenly 700 or 800 feet into the valley of the object of our search, the Gounamitz, a principal branch of the Restigouche. It was deemed probable that the source of the east branch of Green River and that of the Gounamitz might prove to be continuous and nearly on the same level; but it was now manifest that the source of the former was in a high group of hills, bounding not the source but the main valley of the Gounamitz, where this stream is still comparatively large, say 40 feet wide, with a brisk and copious current. Satisfied of the unfavourable prospect of a communication at this point with the valley of the Restigouche, I returned to the opening by way of the valley of the Otter Branch. Circumstances prevented my personal examination of the ground in this direction; but Mr. Ramsay, to whom I confided that service, reports that the source of the Otter Branch is surrounded by high ground without an opening; but that about two miles from the mouth of the stream, on its right or northern bank, is a low depression, affording a favourable communication with the valley of a stream flowing northwardly and eastwardly, and no doubt a tributary of the Restigouche. It is most probably the main branch of the south branch of the Quatawamkedgwick. He followed this newly-discovered stream downwards to where it receives a branch from the south, and then traced this branch upwards nearly to its source. By climbing, he had a good view southerly beyond the source, and down the valley of the Gounamitz, but was prevented by unfavourable weather, and other hindrances, from completing all I had directed him to perform. He does not doubt, however, the existence of a practicable communication between the east branch of Green River and the valley of the Gounamitz by the route he examined; but there will be about twe to three miles of rough ground and steep banks. Whether these may occasion any real difficulties an instrumental examination here, as well as at other points which have been noticed, will be necessary to determine. The general fact of practicability or otherwise, was, under the circumstances, all that we could hope to ascertain.

A route has now been traced from the valley of Abawisquash to the valley of the Gounamitz, which, with such corrections as might be expected would be necessary on a first examination, I believe to be practicable. I have also no reason to doubt, but many to induce me to confide in the practicability of the valley of the Gounamitz down to the Restigouche, with a general inclination, varying from 30 to 50 feet per mile. From its mouth is a favourable communication down the left bank of the Restigouche, to a point opposite the entrance of Beaver or Bostin Brook, the termination of Corporal Dumble's route from the Tobique before-mentioned. A bridge of 100 or 120 feet span at this part of the Restigouche would be necessary, and would probably be the only one of so large a span from hence to the St. Lawrence. In that distance numerous bridges will be required; but they will be generally small, and neither their number or their several sites could be determined without an instrumental demarcation of the line.

In order to explain the further cause of the exploration it is necessary to say, that after tracing the east branch of Green River to its source, and being yet uncertain of any favourable descent into the valley of the Restigouche, whilst that into the valley of the Toledi also remains unimproved, it seemed probable that the abandonment of the valley of Green

River might eventually be necessary. The hope of avoiding this alternative seemed to rest upon the success of three lateral explorations. The first, that by way of the Otter branch, the success of which has already been mentioned. The second, that by way of the southerly opening, towards the supposed head of the Restigouche. The third, with a view to the discovery of a more favourable descent from the north-west branch of Green River, into one of the more northerly valleys of the Toledi, or, if necessary, into the valley of the Rimouski.

Leaving Mr. Ramsay with directions to make these three explorations, as far as practicable, I proceeded to employ as much as might be available of the rapidly-advancing season, in order to ascertain, by canoe, the character of such other routes as the country might afford from the Restigouche north-westwardly. The routes I had in view are distinguished on the sketch as No. 2 and No. 3.

Omitting the circumstantial matters of the exploration, I will commence my description at the Wagan Stream, the most southerly branch of the Restigouche. From hence, at an ascertained elevation of about 550 feet above the level of the sea, appears to be a favourable range of comparatively flat country, as observed from several commanding points of view, and as described by those who have passed over it towards the Sisson branch, a favourable stream of moderate current, through a flat valley, and joining the main Tobique River, where the elevation has also been approximately ascertained at about 600 feet above the sea. The exploration of this extension of our route continued by way of the right-hand branch of the Tobique towards Boistown, would probably have occupied the remaining portion of the season, had circumstances permitted me to leave the country behind me with satisfaction. This route, as marked by the dotted line in the sketch, is not much less favourable for communication with route No. 1, than with No. 3; but natural obstacles would render it apparently more difficult for continuation north-westward by route No. 2.

I may indeed here remark, that natural obstacles seem to magnify both to the north and south of the Restigouche, as we advance eastward. Above the confluence of the Wagan, the banks of the Restigouche are comparatively favourable all the way up the stream as far as explored or observed. Descending the same stream below the Wagan, the banks become more abrupt and steep, but are neither so close or angular, but that much cutting may be avoided by occasional bridging, and the inclination of the valley is very favourable.

The mean rate of descent from the Wagan to the sea cannot exceed seven feet per mile by the course of the river, but the much greater part of the aggregate descent must apparently occur above the Quatawamkedgwick, and cannot be estimated at a less mean rate than 10 to 15 feet per mile. But diverging from the valley of the Restigouche by route No. 1, we find the banks of the Gounamitz higher and steeper than those of the head of the Restigouche, by route No. 3, and again we find the banks of the Quatawamkedgwick by route No. 2, still higher and steeper than either, rising in fact 1000 or 1200 feet very abruptly above the bed of the river.

With regard to the last-mentioned route, it was at first my design to explore the Quatawamkedgwick by canoe to its extreme northerly source, to have found the most favourable communication thence to the valley of the Rimouski, and to have explored the latter as far as practicable. But insufficient opportunity of preparation, the advanced state of the season, and unforeseen causes of delay, obliged me to abandon the more difficult part of the undertaking, and I discontinued my ascent of the Quatawamkedgwick about a mile up the north or main branch, returning thence and ascending by the south branch, less for the purpose of exploration than for a more direct return to the party I had left at Green River. As far as I am able to speak from personal observation of route No. 2, the rate of inclination of the valley of the Quatawamkedgwick is no doubt favourable, say not exceeding 15 to 30 feet per mile up to the south branch. Above this point, the inclination of both the north and south branches appears to be steeper, at least for some distance, say not less than 35 feet per mile; but I have reason to believe that towards the head of each of these branches, but especially the north branch, there is much flat ground. But to render these inclinations available, however, it is most probable that the amount of bridging and cutting would prove to be heavy, owing to the very limited portion of flat margin, and the abruptly steep, and generally rocky character of the banks. An exact survey might prove these obstacles to be more avoidable than they appear to be; but without such survey no safe opinion could be formed.

These remarks will be understood to apply only to the main Quatawamkedgwick. The valley of the south branch is at several points wholly unfavourable for a railway, but it affords lateral openings which might be available.

Upon returning to Green River by way of the portage from the south branch, I found that the party I left there, having explored the Otter branch route, and cut out and surveyed the portage, had proceeded on their way to explore from the north-western branch of Green River, with the view already explained; but having met you on the way, received your directions to return, and to explore more minutely the apparently objectionable part of the valley of Green River before described, and shown in sketch No. 2, until I should rejoin them. This circumstance fortunately coincided with directions which in the meantime I had found it necessary to send them, to return and meet me at the portage; foreseeing, in consequence of unexpected casualties and delays, that it would be impracticable to rejoin them either in the valley of the Rimouski, or of the Toledi, as at first intended.

We had already been warned by snow and severe frost that only a small portion of the season remained. It appeared most desirable that this should be employed in tracing the supposed communication southerly from the east branch of Green River to the head of the Restigouche, and to join the survey to the end of my exploration by canoe, a little above the

branch distinguished as "Return Branch" in the sketch, and also to examine, as far as possible, the features of Route No. 3, between the valley of the Restigouche and the valley of the Squatuck, with the view to the connection of these by means of the lateral valleys of Green River.

I therefore directed Mr. Ramsay to proceed by the east branch, and to survey by way of the southerly opening referred to, until he found the termination of my canoe exploration on the Restigouche, if it should prove that the opening led directly to the valley of this river. But as it was equally probable that he might find himself descending a branch of Green River, in order in this case to cut him off, my own undertaking was at the same time to survey from the main Green River eastwardly by its lateral valleys, towards the same point on the Restigouche. Mr. Ramsay's course proved to be down the branch of Green River distinguished in the sketch as Green River East, and he opportunely intersected my exploration a few hours after I had passed.

The connection with the Restigouche was shortly afterwards made, and the party returned with the view to explore north-westwardly for a favourable communication with the Squatuck. Some progress was made in the latter object, when another fall of snow and the increasing severity of the weather rendered it unavoidable further to prosecute the survey beyond the reach of our canoes, which were left at the main Green River, and on which we chiefly depended for our retreat.

It remains only to state the imperfect knowledge which an unfavourable opportunity enabled me to acquire of Route No. 3. I have already remarked that indications existed of a favourable communication between the head of the Restigouche and the east branch of Green River, if such an object were desirable, either as an improvement or variation of Route No. 1. I have also stated that Route No. 3 is favourable as far as it adheres to the valley of the Restigouche. From thence to the valley of the Squatuck, are several lateral valleys and openings, which require more or less pains for due examination.

The only object which a cursory exploration could accomplish, was the discovery of which of these valleys and openings might appear most entitled to a particular survey. I have reason to believe, that practicable lines, approximating to those indicated in the sketch, would be found. My opinion is, that the difficulties of this route are confined to an aggregate distance of perhaps five or six miles on each side of the valley of Green River, and that they are not of great magnitude.

I have not personally examined, and have only partially seen, the valley of the Squatuck, but it is generally better known than any part of the ground included in this survey, and is reported to be, as I believe it is, generally flat and favourable for a line of railway. From thence up the valley of the left-hand branch of Toledi to the intersection of Route No. 1, the ground is flat with a very moderate ascent.

In the absence of barometers, by which to obtain an approximate section of the routes, as far as traced, the apparently difficult inclinations were occasionally tested by angles of elevation and depression; and from these, checked by the approximately known height of several points in the country examined, the assumed rates of inclination have been inferred. They would in most instances, I believe, prove to exceed what in actual construction would be necessary.

I may remark with regard to the habitable character of the routes, as far as examined, that No. 3 would be the most favourable for continuous settlement from the valley of the Tobique to the valley of the St. Lawrence.

Probably one-third, consisting of the more elevated parts of Route No. 1, would be unfavourable for settlement. Route No. 2, as far as examined, would not be suitable for cultivation immediately along the line, except at a few detached points, on account of the very broken and precipitous character of the banks of the Quatawamkedgwick.

I believe that each of these routes described, necessarily in very general terms, is practicable, as far as I have examined the same. Of the degree of practicablility, or of the probable expense of construction, I conceive that no safe opinion could be formed without an approximate location. To discover what route or routes may be most eligible for preliminary survey, I deem to be the object of the exploration. A judgment upon this point with regard to any subdivision, must of course be materially governed by its relationship to the whole line. As far, therefore, as it may be either my duty or privilege, to offer any opinion, it is, upon its special merits, in favour of Route No. 3; and more generally because upon both national and colonial grounds, it appears most desirable to avoid any unnecessary deviation from the most direct line between the Bend of Petitcodiac and the Rivière du Loup, which the natural facilities of the country will permit.

I have, &c.,
(Signed) J. WILKINSON.

Major W. Robinson, R.E.,
Commissioner of the Quebec and Halifax Railway
Exploratory Survey, &c., &c.

Appendix No. 4.

(Plans referred to:—Nos. 20, 21, 22, and 23.)

Report on a Line of Railway from Whitehaven to Amherst.

Sir, Halifax, March 14, 1848.

Having been directed by you to explore and report upon the capability of the country for a line of railroad from Whitehaven to Amherst, we have attended to that duty, and beg leave to lay before you the following Report.

General description of the country.

The general formation of the country consists of long continuous ridges, with valleys between them, in an eastern and western direction. One of these ridges, commences at Cape Canso, passes Country Harbour, runs westerly on the south of the west branch of the St. Mary River, and continues onwards to the western parts of the province. The crest of the ridge is near the northern side, whence it slopes gently to the sea-coast; the height is about 600 or 700 feet. It is cut through by the valleys of Country Harbour River and of the St. Mary. There are several indentations across it between Country Harbour and Canso; viz., from New Harbour to Salmon River, about 10 miles above its mouth; from Torbay, by Ingersol Betts Lake, to Salmon River, near its mouth; from Whitehaven to Crow Harbour; and from White Point to Fox Island.

Northwardly of this ridge there is another range of high lands, which, commencing at Cape Porcupine on the Gut of Canso, runs parallel to the former, and terminates in the highland southward and eastward of Truro. It is cut across by indentations from Country Harbour to Antigonish; from Glenelg to Antigonish, by College Lake; from Glenelg to Merigomish, by the east branch of the St. Mary and the French River, and by way of the East River to Pictou; also from Upper Stewiack to Pictou, by the Middle River; besides several minor indentations. This ridge is of about the same general height as the former.

Between these ridges is a valley running from Chedabucto Bay, on the east, to the Basin of Mines, on the west. It is interrupted by some hills at the head of the Stewiack, but it generally preserves the character of a continuous valley. The highest parts of the bottom of this valley, more immediately connected with the present survey, is between Guysborough and Country Harbour, about the head of Salmon River, and between Country Harbour and the St. Mary at Glenelg.

The latter of these is found, by barometrical measurement, at the place which we crossed with the line, to be 226 feet above the sea; the former appears to be about the same height.

The rock formation of the southern ridge is generally granite and various kinds of trap; that of the northern, coarse slates and shales, variously inclined to the horizon, but mostly vertical, with some patches of trap.

The valley is soft sandstone and slate in layers, horizontal, or but slightly inclined.

The coast of the Atlantic and of Chedabucto Bay are, so far as we could observe, composed of slate and shales of various kinds; the trap-rocks being confined to the high grounds. The general direction of the strata of these rocks is S. 60 E. by N. 60 W.

Our first care was to make inquiry of surveyors and others acquainted with the peninsula on which Whitehaven stands, as to its general features; and we were informed that the coast was rugged, but that in the interior there were extensive elevated flats, which, once gained, but little difficulty would be experienced in proceeding.

Whitehaven to Ingersol Betts Lake.

We accordingly adopted that course, and found a barren, rocky country, with elevated grounds, intersected with deep hollows, running across the course of the line. We pursued this line as far as Ingersol Betts Lake, and then abandoned it. It was now settled that we must either find a passage along the coast to Country Harbour, or get through to the northern side of the ridge, and follow the valley of the Salmon River; but as this was known to be rough and difficult, and withal circuitous, we resolved to make the first trial upon the coast.

Whitehaven to Cole Harbour.

Commencing at Whitehaven, at A, near Haulover Cove, the line may be carried across a level neck of land to Molasses Harbour, and thence along the shore of that harbour to B, at its head. Thence about three-eighths of a mile up a pretty deep valley, brings us to the Water-shed C, between Molasses Harbour and an extensive bay on a pretty large stream which flows into Cole Harbour at D. This water-shed is only about 20 feet above the high-tide mark, giving a passage as easy as can be desired.

The length of this section A to D, is about eight miles.

From D to E, four miles, the line is along the shore, passing through low points of ground and shallow bays. On this section cuttings and embankments of about 20 feet at greatest, will produce undulations within 40 feet to the mile.

From E to F, at the head of Torbay, six miles, there is a belt of flat ground between the high lands and the sea-coast, upon which the road can be carried so level as to require no particular remark.

From F to G, across the peninsula, 3¼ miles. The highest part of this section is within 30 chains of F, and about 54 feet above the sea; thence it is nearly level to within half a mile of the coast, where it is 50 feet in height; from which place it may descend with a uniform grade of 40 feet to the mile to G.

New Harbour to Cole Harbour.

From G to the head of New Harbour at I, about two miles, there are several bluffs of slate rock, one of which will require a deep cut, or possibly a tunnel of about 300 yards in length.

Or, by passing over a ridge of about 100 feet in height at K, which may be done at grades of about 50 feet per mile, a mile and three-quarters would be saved in distance between Torbay

and New Harbour; the expense not greater than by the shore. This will probably be found to be the most eligible route.

New Harbour to Isaacs Harbour.

From New Harbour to L, Coddles Harbour, four miles For the first two miles of this section, a track may be obtained quite smooth and level. On the remaining two miles there are a number of small slate ridges about 30 or 40 feet high, with valleys but little above the sea-level between them.

The direction of the strata is S. 60 E. by N. 60 W. They have not been examined, but it is probable that some of them will have to be cut through.

From Coddles Harbour to M, at the head of Isaacs Harbour, 8½ miles, there is but little difficulty in getting along the shore, except about a mile and a half at Coddles Harbour, where there is some broken ground that has not been particularly examined, but we do not apprehend much difficulty with that part. The remainder of the shore is sufficiently flat. It is supposed that a straight line can be found from L to M, but this has not been examined.

Isaacs Harbour to Country Harbour.

Between Isaacs Harbour and Country Harbour, three miles, is a ridge of 184 feet in height at N, which is its lowest part. On the eastern side of this ridge, from M to N, the rise is 1 in 32; on the western side, from N to O, the descent may be brought to 80 feet to the mile.

It is possible that a better passage may be found about a mile to the northward; it has not been examined, but from the general formation of the country, there seems but little hopes of success.

It is probable that the only alternative in crossing this ridge, will be the employment of stationary power, or the tunnelling of about a mile in length through whin-rock.

From O to P, about seven miles, there is between the hills which bound the valley and the water, a range of low ground with an irregular surface, upon which a line may be carried, so as to produce nearly a level by cuttings and embankings of 20 feet at the maximum.

Country Harbour to Glenelg, at St. Mary's River.

Turning off at P, we proceed up the valley of West Brook, a small stream which flows along the northern base of the southern ridge of hills formerly mentioned. Near the head of this stream at R, there is a water-shed, from which waters flow to the St. Mary by McKeen's Brook. The distance from the mouth of the West Brook to R, is four miles, and height, by barometer, 226 feet; giving an ascent of 56 feet per mile. The cheapest route is along West Brook, the valley of which appears open and smooth; but if it be required to reduce the grade, the ascent may commence one or two miles further down Country Harbour River, keeping along the face of the high lands, as shown by the line on the plan. The face of the high lands along the river is steep and broken, and would probably require a heavy expense, but along West Brook it appears pretty even.

By carrying the line to the river one mile below the mouth of West Brook, the grade would be reduced to 45 feet per mile.

From R to S, two miles, there are several small lakes with low ridges of ground between, which we did not particularly examine, but as seen from the road, we concluded it will be quite practicable to find a tolerably fair line between the lakes; the average descent will be about 15 feet per mile. Thence to T, at the St. Mary, 3½ miles, there is the valley of McKeen's Brook, which, as appears, is smooth and open; the descent is about 40 feet per mile.

East branch of St. Mary's River.

From T to Mr. Alexander Sutherland's, the highest settlement on the east branch of the St. Mary, 13 miles, the valley is with few exceptions pretty broad, with intervals along the river, and will present no obstacles, except from freshets. We could not ascertain the depth of the freshets very correctly, but from information, and from ice-marks on trees, we conclude it will not exceed four feet.

The river may have to be crossed several times. The sectional area of water-way required, will be from 300 to 500 square feet, according as the bridge may be higher or lower on the stream. The height of the river intervale at Sutherland's is, by a mean of five observations, 194 feet above the sea; and by a mean of two observations on different days, the height of T at McKeen's Brook is 54 feet, giving a rise of 140 feet in 13 miles,—about 11 feet per mile.

At about a mile above Mr. Sutherland's is the foot of the falls, where the river descends in a rocky crooked channel, between cliffs of trap-rock, 90 feet in about a mile. This is a formidable obstacle; the river is too crooked to admit of a line in the chasm through which it flows, and the hills on the western side are high and steep: it will therefore be necessary to cut across the point on the eastern side. On this side we have, at the head of the falls, a narrow ridge of trap-rock, of 60 feet in height, jutting upon the river from the eastward; and at the foot of the falls, a deep valley, in which flows Campbell's Brook, coming in also from the east; both of which must be crossed. The valley will require a bridge or embankment of 500 feet in length and 30 or 40 feet in height, and the ridge, a tunnel of about a quarter of a mile in length. By these means a grade of 60 feet to the mile may be obtained, as shown by the section.

Southwards of Campbell's Brook there does not appear to be any obstruction to a descending grade of 40 feet per mile, along the river hills down stream to the level of the river.

From the falls to Lake Eden, about two miles, there are no difficulties; the banks in some places are near the river, and the flat ground between them of moderate breadth; but there appears to be sufficient room for fair curvatures, though it may be necessary to cross the river two or three times. The rise in these two miles is about 15 feet.

Heights of Eden and Beaver Lakes.

From Lake Eden to Beaver Lake, about four miles, the line may pass close along the southern shore of Lake Eden, under a high range of hills, about a mile, to the entrance of a range of ponds and low ground two miles in length, leading westward to Beaver Lake, the head of the East River of Pictou. The height of Lake Eden above the level of high tide at Pictou is, by a mean of nine barometrical observations taken on three successive days, 381 feet; Beaver Lake is, by a mean of five observations taken on two different days, 398 feet above the same datum, and 17 feet above Lake Eden.

The water-shed between Lake Eden and Beaver Lake, at U, is within half a mile of the latter, about 40 above Lake Eden, and 23 above Beaver Lake.

There may be a uniform grade from Lake Eden to U, and from U, by the southern side of Beaver Lake, for about a mile and a half, giving for the former 30 and for the latter 16 feet to the mile.

East River of Pictou.

From the foot of a range of flats connected with Beaver Lake, the East River of Pictou, which is here of a small size, begins to descend between high banks to the bridge on the St. Mary's Road, six miles. On this section the line must follow the river flats, which appear sufficiently wide to admit of fair curvatures, except a distance about three-eighths of a mile above the bridge, when it will be necessary to run through a valley on the southern side, to avoid a narrow crooked channel through which the river flows between limestone rocks. On this section the river will have to be crossed several times. The section of water-way of the bridges may be from 100 square feet near Beaver Lake, increasing as we descend, to 300 feet. The flowage of the intervals does not exceed three feet.

The average descent will be, for the first three miles, about 15, and for the remainder 33 feet per mile.

From the St. Mary's Road to Grant's Bridge, seven miles. The valley is broad and contains large intervals. The line, by cutting through some low upland points, may be carried pretty straight. The average descent is about 10 feet per mile.

From Grant's Bridge to the foot of the Rapids, near three miles, the river is crooked and confined between high lands of stratified sandstone and limestone, several points of which would have to be cut through.

This will be an expensive section. There is one circumstance, however, that would tend virtually to reduce the expense: the stone, owing to its structure and dip, which is about 50 degrees with the horizon, will be easily quarried, and will come in for drains, ballast, &c., on the road, as cheap, probably, as materials would from any other source. It will also open some capital limestone quarries, and it is not improbable that building stone would be met with, though we did not observe any seams of the sandstone sufficiently thick for that purpose. The average descent of this section is about 40 feet per mile.

From the foot of the Rapids to the Fish Pools, three miles, the line must keep along the river.

There will be little cutting through points, but it is likely there will be some bridging. The grade will be about 40 feet to the mile.

From Grant's Bridge, mentioned above, to the Fish Pools, there will be several bridges. It is impossible, by a mere passing glance at the river, to even guess very correctly at the number; but it is not unlikely that there will be not less than five or six. The span may be about 60 feet, till we get below the west branch, when it may be enlarged to 80 feet. The bottom is of rock, and it is not unlikely that stone for the abutments will be found in the excavations for the road.

East River to West River Pictou.

From the Fish Pools to the height of land between the Albion Mines and M'Culloch's Brook, at V, about three miles, there is a rise of 133 feet. The ground will admit of a uniform grade, being about 44 feet per mile. At the Fish Pools it will be necessary to cross the river upon a bridge 30 feet in height, in order to get upon a range of tolerably level ground immediately above the steep banks of the river.

From V to Middle River at W, three miles, there is a dip of 40 feet into the valley of M'Culloch's Brook, and then a swell of ground between this valley and Middle River. This swell may be crossed at grades of about 50 feet to the mile.

From W to X, two miles, the ground rises about 70 feet, being an average of 35 feet to the mile. It will be necessary to cross the Middle River at the height of 40 or 50 feet, in order to get upon a flat table of ground on its western side.

West River Pictou to River John.

From X to the West River at Y, four miles, there is a descent of 172 feet. The ground will admit of a nearly uniform grade, averaging about 43 feet per mile.

From Y to Z, 1½ mile, there is a rise of nearly 80 feet, giving an average of 53 feet per mile. The ground, though somewhat rough in some places, does not appear to contain any very formidable obstructions to a regular grade.

The point Z is on a flat table-land, from which the line runs off to the westward.

From Z to A', 2¼ miles, the line passes over some undulations into the valley of the Saw Mill Brook, thence up that stream in a broad valley, which, continuing westerly, becomes the bed of Black River, a branch of the River John.

The height of the water-shed between Saw Mill Brook and Black River, at A', is 227 feet above tide-water, and the height at Z 96 feet above the same datum; the difference is 131 feet and distance 2¼ miles, giving an average of 58 feet per mile.

It is likely that a uniform grade can only be obtained on this section by means of a good deal of earth-work. By embanking 16 feet at Y, and cutting 29 feet at A', the grade from Y to A may be brought to 47 feet per mile; and from the peculiar form of the ground, it does not seem likely that there would be much additional expense.

From A' to the mouth of Black River, 8½ miles, the valley is nearly half a mile broad, the stream meandering through flat lands with a sluggish current, showing the fall to be very trifling.

The height at the mouth of Black River is not measured, but may be supposed about 100 feet, and the descent along the valley 14 feet per mile.

River John to Tatamagouche Black River.

It will not be expedient to cross the River John below the mouth of Black River, because, though the general surface of the country is level, the river flows in a deep narrow valley, which would have to be crossed. Above this place the banks are low, and moreover, advantage may

be taken of the valley of Nabiscump Brook to obtain an easy rise to the table-land on the west of the river.

From the Forks of River John, mouth of Black River, we did not travel through the country, but ascertained it to be of the same character as the region along Black River,—a flat country with sluggish streams flowing through it, and offering no material obstruction to the formation of a railroad.

From Waugh River, Tatamagouche, towards Amherst, we made no observations relative to this line; but the country is known to be so level, that there would be little or no difficulty in getting a good railroad line across it.

With regard to curvatures, from our limited means of making up a judgment, we can say but little; but from the slight observations that we were enabled to make, we think there will be none of less radius than half a mile.

The distances are as follows:— Distances.

	Miles.	
From Whitehaven to Cole Harbour	8	
Cole Harbour to Torbay	8	
Torbay to New Harbour	5½	
New Harbour to Isaacs Harbour	12½	
Isaacs Harbour to Country Mr. Archibald's	6	
		40
Country Harbour to Glenelg	13½	
Glenelg to the summit of the highlands two miles west of Lake Eden	20	
Summit of highlands to Albion Mines	21	
		54½
Albion Mines to West River	10	
West River to River John	12½	
		22½
River John to Tatamagouche	14	
Tatamagouche to Wallace	12	
Wallace to the Province Line at Otter Creek	38	
		64
Total from Whitehaven to the Western Boundary of the Province		181 miles.

Respecting the ice at Whitehaven, the result of a good deal of inquiry amongst the inhabitants, and of shipmasters accustomed to the navigation of the coast, is as follows: That the harbour is frozen regularly in winter as far down as Fisherman's Island. Haulover Cove is also regularly frozen. Beyond these limits, though it is sometimes frozen, the liability does not seem to be greater than in Halifax harbour. It was in consequence of this information that we fixed upon the point A for the terminus of the line. The ground will admit of a branch to the upper part of the harbour, which we have shown upon the plan. Ice at Whitehaven.

The sea ice breaks up in march, and floats to the southward; that which passes through the Gut of Canso is in no great quantity, and in ordinary weather is set off by the current of Chedabucto Bay towards Sable Island. The main body of ice met with in that sea, passes eastwardly of Cape Breton, and with northerly and westerly winds is carried out to sea; but easterly weather brings it on to the coast of Nova Scotia. We could not learn that Whitehaven had ever been completely closed with this ice, but it has often been in such quantity as to make navigation in the night dangerous, and sometimes, at distant intervals of time, it has been in such quantity as to make the approach in daylight very difficult. On the whole, it would appear that between the last of February and last of April, it may be accounted dangerous for a steamer to run in the night near Cape Breton, and direct from thence to Whitehaven; as there would be almost a certainty of having to cross a stream of floating ice in some part of this sea, though it but seldom happens that it approaches Whitehaven.

All which is respectfully submitted by

Your, &c.,

(Signed) George Wightman.

A. Calder, Serjeant, Royal Sappers and Miners.

Major W. Robinson, R.E.,
&c. &c. &c.

Appendix No. 5.

Remarks on the Inner Part of the Entrance of Whitehaven.

Columbia, Halifax, N. S.,
August 27, 1846.

Sir,

In pursuance of your orders, I have made a rough sketch of the inner part of the entrance of Whitehaven, which, with the accompanying remarks, I beg to submit for your consideration.

Infine clear weather, and by daylight, the approach to Whitehaven is easy, the shores being bold, and no out-lying dangers, if we except two rocks nearly a mile distant from the shore of White Island, one to the south-west, and the other to the south-east, These genelly break, and so show themselves.

White Island forms the turning point of the shore of Nova Scotia, as it deflects towards the northward to Canseau. The white rocks, and its elevation of 140 feet, make it stand out prominently, and easily distinguish it.

There are several channels in Whitehaven. Three can be used by steamers of any size. The middle, which is between White Island and the ledges to its westward, appears to be best, is about 250 fathoms broad in it narrowest part, and carries bold water on both sides, and is besides the shortest and most direct, not exceeding half a mile in length. However, as the directions of the channels differ, and all radiate nearly from the same point, a sailing-vessel can use the most favourable with respect to the winds. The western is also a very good channel, and is preferable for vessels going or coming from that direction. The soundings without this harbour are (near the shore) very irregular, especially in the approach to the eastern channel, which is also injured for vessels of large draught of water, by a rocky patch with 13 or 14 feet water. It is situated near the entrance, and rather more than one-third across channel, from the small island (Grassy Patch) off White Island.

When inside the harbour, care must be taken, as there are several shoal rocky patches (see plan), which render the navigation difficult to strangers, and require to be well determined and buoyed, should the harbour be used for commercial purposes. There is an abundance of safe anchorage, with good holding ground, black muddy bottom, land-locked, and perfectly smooth.

In foggy weather this harbour is difficult of approach, especially to a stranger, as the soundings in-shore are very irregular; and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

From the fishermen and small coasters, I understand the currents round the points are uncertain, and generally depend on the wind, though the prevailing current is to westward.

I experienced the current in a boat when I visited the outer break; it was then setting to the westward, at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction; the breeze was from the eastward and light, though it had previously blown hard from the same point. We also, in our passage from Halifax to Canseau, during a fog, with the wind from the south-west, experienced an easterly current; but the land, once made, the harbour is easily attained, especially by a steamer.

A judicious arrangement of fog-signals and lighthouses, with buoys on the principal dangers, and a good survey, with the sea-soundings well laid down, would make the approach in the night or during fogs attended with small danger to a careful seaman.

Latitude of observation, Rock Whitehaven 45° 14′ 0″ N. Longitude of observation, Rock Whitehaven, 61° 11′ 4″ W. Variation 21° 42′ 20″ W. Rise of tide from three to six feet. High water at the change of the moon 7h 40m.

In the Admiralty plan of this place, the general features and soundings appear correct, if we except some of the inner dangers, which are not noticed; but the scale is discrepant.

I have, &c.,

(Signed) P. Fred. Shortland.
Lieutenant and Commander.

The Hon. W. F. W. Owen, Captain, R.N.,
&c. &c. &c.

(Received from Mr. Des Barres, Solicitor-General, May 2, 1848.)

To the Board of Directors of the Projected Railroad from Nova Scotia to Quebec.

Gentlemen,

We, the undersigned magistrates of the county of Guysborough, in the province of Nova Scotia, hereby beg to state, that, believing a report to have been made to the surveying party engaged in the survey of the contemplated railroad from this province to Quebec, and that such report has been made by certain inhabitants in the settlement of Torbay, near Whitehead, who supposed (in ignorance of the nature of such lines of communication) that the present facilities of intercourse with the interior of the country for purposes of procuring fuel from the woodlands, &c., would be entirely broken up in the event of the railroad terminus being at Whitehaven, and therefore have stated to the surveying party on the Whitehead route, that the "winter navigation to the spacious harbour of Whitehead is quite impracticable from ice."

We therefore, in view of the injurious tendency that such false information is calculated to produce on the minds of those unacquainted with the locality referred to, have obtained the accompanying affidavits of persons residing at Whitehead, and likewise of captains of coasting vessels residing in other places in this province, and of long experience in the winter navigation on the coast of said province, testifying to the capabilities of Whitehead Harbour at all seasons of the year.

To all of which we, as the residing magistrates of the county of Guysborough, wherein Whitehead is situated, beg hereby to record our certificate of their correctness, dated at Canso, Nova Scotia, January, 1848,

(Signed)

Robert Hartshorn, J.P.	David Dobson, J.P.†
R. M. Cutler, J. P.	E. J. Cunningham, J.P,
Wentworth Taylor, J.P.	William Hart, J.P.
E. H. Waucheville, J.P.	Francis Cook, J.P.
Abr. N. Whiteman, J.P.*	R. V. Refeeman, J.P.
W. J. Beylou, J.P.	

* One affidavit sworn before him January 14, 1848.
† Four affidavits, December 25; one affidavit, January 12.

Copies of the affidavits referred to in the above communication.

1.

William Spears, of Whitehaven, in the county of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for 28 years, and is well acquainted with the harbour of Whitehead aforesaid, and also with the drift ice which passes from the eastward, also from the Gut of Canso to the westward, in the spring of the year; that the ice seldom comes into the said harbour in large bodies, and very seldom remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south-westerly direction; that during deponent's residence at the said harbour he has not known a day on which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly accessible at all seasons of the year.

(Signed) WILLIAM SPEARS.

Sworn to before me, at Whitehead, this 25th day of December, A.D. 1847.

(Signed) DAVID DOBSON, J. P.

2.

Robert Spears, of Whitehead, in the county of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for 28 years; that he is well acquainted with the harbour of Whitehead, and also with the action of the ice which occasionally comes through the Gut of Canso, and also round the Island of Cape Breton, passing on to the westward, in the spring of the year; that the ice very seldom comes into the said harbour in large bodies, and very seldom remains therein long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south-westerly direction; that during this deponent's residence at the said harbour, he never knew the ice to come into the said harbour in a large quantity but once, and that was in the year 1828, and then not to prevent vessels to enter said harbour, the harbour being perfectly safe and accessible at all seasons of the year.

(Signed) ROBERT SPEARS.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed) DAVID DOBSON, J. P.

3.

John Munrow, of Whitehead, in the county of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead 30 years; that he is well acquainted with the harbour of Whitehead, and also with the navigation of the said harbour, from the entrance to the extremity; that he is acquainted with the action of the ice, which occasionally makes its appearance off the said harbour, passing on in a south-westerly direction; that it seldom comes in in large bodies, and very rarely remains therein long enough to prevent vessels conveniently entering the said harbour at any time of the year, it being generally carried away by the winds and currents, and dispersed over the ocean in a south-westerly direction; that during this deponent's residence at the said harbour, he has never known a day on which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly safe and accessible at all seasons of the year.

his
(Signed) JOHN × MUNROW.
mark.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed) DAVID DOBSON, J. P.

4.

John Feltmate, of Whitehead, in the county of Guysborough, fisherman, maketh oath, and saith,—That he hath resided at Whitehead aforesaid for 12 years; that he is acquainted with the action of the ice, which occasionally comes through the Gut of Canso and round the Island of Cape Breton, and which passes Cape Canso to the westward in the spring of the year; that the ice very seldom comes into the harbour of Whitehead aforesaid in large bodies, and never remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south-westerly direction; that during this deponent's residence at the said harbour, he has but once only known a few clumpits of ice to come into the said harbour, which went out the next day; and has not known a day during the above period on which vessels of the largest size would be prevented entering therein by ice, the said harbour being perfectly free and accessible at all seasons of the year.

(Signed) JOHN FELTMATE.

Sworn before me, at Half Island Cove, in the said county, this 25th day of December, 1847.

(Signed) DAVID DOBSON.

5.

Thomas Monro, of Whitehead, in the county of Guysborough, mariner, maketh oath and saith,—That he hath resided at Whitehead aforesaid about 28 years, and during greater part

of the years aforesaid owned a vessel and sailed her as master; that he is well acquainted with the action of the ice which occasionally appears off Whitehead, passing on in an oblique direction from the shore to the south-west; that the ice never, during his residence at said harbour, came in in large bodies but once, and remained but a short time; with this one exception, deponent don't remember one day that vessels of the largest class would be prevented entering said harbour, it being perfectly safe and accessible at all seasons of the year; deponent further saith, that he hath been coasting to Halifax, and all along the shores of Nova Scotia, at all seasons of the year, and has never on his return or outset, been prevented going or entering the aforesaid harbour during the time of his residing as aforesaid.

(Signed) THOMAS MONRO.

Sworn before me, at Whitehead, this 12th day of January, A.D., 1848.

(Signed) DAVID DOBSON, J.P.

6.

Abraham Whiteman, of Canso, in the county of Guysborough, maketh oath and saith,—That he is now in the 87th year of his age, and that he was a coasting trader on the coast of Nova Scotia for more than half a century, and was in and about Whitehead, on the coast of said province, at all times of the year, and always found the harbour there accessible and perfectly safe at all times.

(Signed) ABRAHM. WHITEMAN.

Sworn before me, at Canso, January 14, 1848.

(Signed) ABRAHM. N. WHITEMAN.

Heads of Information obtained by Captain Henderson, Royal Engineers, at Whitehaven, in October, 1847.

The ice from the Gulf of St. Lawrence, &c., comes round Cape Breton and through the Gut of Canso, in the spring of the year, and is brought by the easterly wind off the north-east coast of Nova Scotia, and if the wind chops round to the southward, it drives this ice into Whitehaven, Torbay, &c.

The harbour had been blockaded nine or ten times in the recollection of my informant, who had lived on that coast for nearly 40 years.

Four years ago the harbour of Whitehaven was blockaded up with drift ice for about 10 days.

Generally speaking, it is more or less incommoded by drift ice every two or three years.

It was frozen over in the winter of 1846-47, five or six inches thick all the way down to Big Island, at the mouth of the harbour.

This was considered unusual, as it requires the weather to be cold and very calm to freeze so much of the harbour. It freezes, however, every winter as far down as the long point opposite Fisherman's Island.

(Signed) E. W. HENDERSON,
Captain, Royal Engineers.

APPENDIX No. 6.

Report of the Sub-Committee, to whom was referred the communication from Lieutenant E. Walcott Henderson, Royal Engineers.

Council-room of the Quebec Board of Trade.
Quebec, May 12, 1847.

THE Sub-Committee, to whom was referred the communication from Lieutenant E. Walcott Henderson, Royal Engineers, have to report, that owing to the manner the accounts are kept at the Custom-house, and the nature of the trade with the lower ports, the value of the imports and exports cannot with any degree of accuracy be ascertained, and more especially to that portion of our trade with Gaspé, as, being in the province, a mere matter of form of clearance and entry inwards is observed.

Your Committee beg to hand at foot a statement of the number of clearances and arrivals to and from the various ports named in Lieutenant E. Walcott Henderson's letter, for which they are indebted to the collector of the customs, and although they abstain from giving the nature of the cargoes, owing to the causes above stated, they would remark, that, with the exception of but one vessel which cleared in ballast, the remainder had cargoes; those from Halifax, in general with valuable cargoes of West India produce, and from the other ports, fish and oils. The outward cargoes consisted almost exclusively of flour, provisions, &c.

With respect to the eastern ports of New Brunswick, your Committee are not of opinion that the trade between that portion of the above province and Canada has materially increased within the last few years; and with respect to the trade with ports in the Bay of Fundy, regret to say that it has all but ceased, which your Committee attribute to the changes in the Imperial laws, more especially the Act passed in 1842, generally called Gladstone's Act; before the passing of which all American provisions, by passing through the Canadas, were allowed to take the privileges and character of Canada produce and imported into our sister colonies as such, but with that change all inducements to receive their supplies from this ceased, as the proximity of those ports to Boston and New York, and the cheapness of breadstuffs and provisions in those markets, offered superior advantages; and the result has been as

stated. The same remarks apply, to some extent, to Halifax and other ports in Nova Scotia, where merchants, from their large increasing trade with Boston, by shipments of coals, plaster, &c., are enabled to take advantage by the return vessels of very moderate rates of freights, and a selection from a comparative cheap market.

With Gaspé the trade has been gradually increasing, and your Committee confidently look forward to be able to report the same with respect to our sister colonies, as our unrivalled canals are now being brought to a completion, and the spring of 1848 will see a fresh trade with the west brought into existence, and craft containing 3000 to 5000 barrels of flour loading in Lakes Erie, Michigan, and Ontario, brought to our doors. With this a reduction in freights must follow; and your Committee do not see why a barrel of flour or pork cannot be sold as cheap in Quebec and Montreal as it can in New York or Boston; and if one of the inducements to purchase in the American markets is removed, the other, viz., the proximity, will vanish with a railroad communication with Halifax, for we do not entertain any doubt but that St. John's will connect herself with the trunk line by a branch.

Among the almost numberless advantages that would follow the building of a railroad, both politically and commercially, your Committee would point out the certainty of a transportation to a sea-port in either New Brunswick or Nova Scotia, during the period our navigation is impeded with ice, of a large portion of bread-stuffs which every winter is locked up in Quebec and Montreal, to the great injury of the province at large, to which may be added the advantage that would follow by the transmission of the mails by the road, for which the Government now pay so large a sum for the transmission through the United States, which, for many weighty reasons, is objectionable, and, we may add, offensive to the feelings of a large portion of the inhabitants of both Canada East and Canada West. The Committee do not conceive they are called on to go into any length on the vast benefits that might follow by the line of railroad that is now engaging the attention of Government, to which the attention of this province as well as that of New Brunswick and Nova Scotia is so earnestly drawn, and in closing this report, the Committee would in the most urgent manner bring the attention of the Imperial Government, through the present channel of communication, to the absolute necessity of freeing the inland navigation of the St. Lawrence from all obstructions that now exist, and which prevent American vessels from bringing their produce (for your Committee would not recommend their being allowed to carry any other than their own) direct to Quebec, or should they wish it, to use our canals to take their produce to any market they think proper, without breaking bulk; this course, we think, highly desirable, as well as the equally desirableness of all our tolls being reduced to the lowest practicable scale, which, if followed up, must draw the vast produce of the West down our noble river, and for which trade there are now so many rivals in the field.

ARRIVALS from—

	Vessels.	Tons.	Men.
Gaspé	59	2545	222
New Carlisle	20	796	71
Antigonish	16	972	59
Aichat	14	792	55
Bathurst	1	44	3
Caraquette	7	245	20
Dalhousie	1	37	3
Guysborough	4	205	15
Halifax	17	1257	71
Miramichi	3	400	30
Pictou	2	79	6
Richibucto	7	250	23
Sydney	3	563	27

CLEARANCES for—

	Vessels.	Tons.	Men.
Aichat	12	749	42
Bathurst	7	320	25
Canso	1	68	4
Caraquette	3	103	10
Cocayne	1	38	3
Dalhousie	9	349	30
Guysborough	2	95	8
Halifax	18	1386	74
Miramichi	27	1376	96
Pictou	3	184	11
Richibucto	9	418	28
Restigouche	8	315	23
Shippigan	1	47	3
Sydney	2	215	10
Shelbourne	1	30	3
Gaspé	84	3334	249
Carleton	3	107	10
New Carlisle	10	489	32

APPENDIX, No. 7.

Extract from the Report of the Commissioners appointed by the Legislature of the State of New York, by the Act of May 11, 1846, *to locate certain Portions of the New York and Erie Railroad made to the Legislature, January* 14, 1847.

COST OF MOTIVE POWER ON RAILROADS, PER TRAIN, PER MILE.

1st. Engine-men, Fire-men, and Station-men:—

	Cents.	
Baltimore and Ohio Railroad	5	
Utica and Schenectady "	8	
Reading "	4·55	
Boston and Worcester "	5·50	
Fitchburgh "	7·00	
		30·05 ÷ 5 = 6·01
New York and Erie "	7·485	

2nd. Fuel:—

	Dolls.		
Reading Railroad. Wood	3·50	23·70	
Boston and Worcester " "	4·90	22·20	
Fitchburgh " "	4·25	14·17	
Baltimore and Ohio " Coal	2·00	8·00	
			68·07 ÷ 4 = 17·02
New York and Erie "		18·09	

3rd. Repairs of Engines and Tenders:—

Reading Railroad	4·90	
Boston and Worcester "	9·05	
Utica and Schenectady "	7·93	
Fitchburgh "	5·20	
Western (Mass.) "	6·50	
Baltimore and Ohio "	9·00	
		42·58 ÷ 6 = 7·09
New York and Erie "	8·75	

4th. Oil and Cotton waste:—

Reading Railroad	1·74	
Boston and Worcester "	1·24	
Fitchburgh "	1·30	
Baltimore and Ohio "	1·46	
		5·74 ÷ 4 = 1·43
New York and Erie "	2·94	

5th. Interest on cost of Engines:—

Baltimore and Ohio Railroad	3·01	
		= 3·01

6th. Conductors and Brakemen:—

Reading Railroad	4·11	
Fitchburgh "	6·20	
		10·31 ÷ 2 = 5·15

Take 63 per cent. for brakeman (which is the ratio on Reading road), as conductors should not be included, and the expense for brakeman is . . . 5·15 × ·63 = 3·14

Do. Baltimore and Ohio Railroad, as per estimate for coal trade . . . . . = 2·40

5·54 ÷ 2 = 2·77

New York and Erie Railroad . . . . . = 6·52

7th. Repairs of Railroad, chargeable to Locomotive and Tender:—

1st. Ordinary repairs; of these one-fifth is regarded as chargeable to motive power:—

Reading Railroad	13·66	
Boston and Worcester "	18·00	
Boston and Lowell "	13·50	
Western (Mass.) "	13·75	
Baltimore and Ohio "	18·30	
		77·21 ÷ 5 = 15·44
and 15·44 ÷ 5		= 3·09

2nd. Deterioration of iron, not yet settled by experience. Half of this wear is believed to be chargeable to locomotives and tenders, on account of their greater weight. Suppose rail cost 7000 dollars per mile, and will bear transport of 20,000,000 tons on a level road, average (say) 250 tons freight per train, equal to 80,000 trains. The cost per train will be 8·75 dollars; and half of this is . . . . . 4·37

7·46

The weight of engines in the cases above detailed is not known, but is supposed to average less than 15 tons for an engine of 20 tons on driving wheels; would require an additional expense; but the fuel on the line of road under consideration would be less expensive, about 7 cents, than the average for the same size of engine. In view of both considerations, it is believed a reduction should be made from the preceding result of (say) . . . . . 4·79

44·79

And the estimate for a 20-ton engine, is . . 40·00 cents.

Forty cents per train per mile, equivalent to 1*s.* 8*d.* sterling.

No. 2.

(No. 318.)* No. 2.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, January 26, 1849.

I THINK it right to transmit for your information the enclosed copy of a report which has been made by Her Majesty's Commissioners of Railways, containing such observations as occurred to them upon Major Robinson's Report upon the proposed line of railway between Halifax and Quebec; but I abstain from making any remarks on these observations until Her Majesty's Government shall have had an opportunity of considering simultaneously the communications received or expected on this important subject from the neighbouring provinces, as well as from your own Government. January 12, 1849.

I have, &c.,

The Right Hon. Earl of Elgin and Kincardine. (Signed) GREY.
&c. &c. &c.

Enclosure in No. 2. Encl. in No. 2.

Office of Commissioners of Railways,
SIR, Whitehall, January 12, 1849.

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 22nd of November, transmitting, for their consideration, a copy of a report by Major Robinson of the Royal Engineers, on a proposed line of railway between Halifax and Quebec, and other documents connected therewith, and requesting them to endeavour to ascertain whether the estimate in that report of the probable cost of the work and of the return to be expected from it may be relied upon; and I am to inform you that the Commissioners have carefully considered the subjects referred to them, and have directed me to make the following observations for the consideration of Lord Grey, which are chiefly founded on the facts contained in the report, as they have but little other data on which to rest their opinion.

With respect to the estimate given by Major Robinson of the cost of the proposed works, they consider that where so long a line is concerned, the average, which he has taken from the actual cost of other lines as nearly similar as possible in their character, affords good data for an estimate; and they therefore concur in the conclusion he has drawn from the average cost of the completed railways in Massachusetts, and believe that, with prudent management, a single line of railway between Halifax Harbour and the St. Lawrence, opposite Quebec, if gradually constructed from each end, might be properly completed and supplied with a moderate plant for 5,000,000*l.*; but they fear that this sum would not be found sufficient if it be endeavoured, by locating large working parties on different parts of the proposed line, to expedite its construction, for the expenses attendant on forming the necessary establishments for the labourers, on forwarding them thereto, and on providing for them during the season when their labour could not be fully employed on the line, would probably be very great, and any expenditure which may be thus incurred can hardly be considered as provided for in the above estimate.

With respect to the probable return upon this capital, Major Robinson, it appears, considers that "there are very good general grounds upon which to form an opinion that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one;" but after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think that, although in a military and political point of view the completion of a railway between Halifax and Quebec may be of great importance, that as a commercial undertaking it is very doubtful whether it can, at least for a long time to come, prove profitable.

---

* Similar Despatches addressed to the Lieut.-Governors of New Brunswick (No. 105) and Nova Scotia (No. 138), January 24.

BRITISH NORTH AMERICA.

The Commissioners agree with Major Robinson in not attaching much importance to the direct intercourse between Halifax and Quebec; the passenger traffic between two cities, having respectively 45,000 and 25,000 inhabitants, and situated at the extremities of a railway 635 miles in length, would be quite insignificant, and there are no towns of any size between the termini. The productions also of the several provinces of British America are not of a nature to offer a prospect of any important interchange of commodities between them until new branches of industry have sprung up.

It is anticipated, apparently, that the principal immediate revenue would be derived from the transport of the agricultural produce of the western part of Upper Canada and of the parts adjacent thereto of the United States, to Halifax for exportation; that the construction of the railway would lead to the rapid settlement of the province of New Brunswick, and the development of its agricultural and other resources; that the Cumberland coal field, which is crossed by the line, would occasion a considerable traffic; and that the increased value likely to accrue to the ungranted lands adjacent to the railway would be equivalent to a considerable diminution in the cost of its formation. But it is difficult to believe that the agricultural produce from the settlements on the lakes of Upper Canada, when either the lateness of the season or the rate of freight at Montreal prevents its shipment at that port, will be forwarded by the circuitous route of the St. Lawrence to Quebec, and thence by railway to Halifax, instead of by the more direct existing communications through New York and Boston, or by that which the Montreal and Portland Railway, now constructing, will afford, especially when the differential duty which at present favours the exportation from a British colonial port has ceased; the early closing and the late opening of the navigation between Upper Canada and Quebec, on which the proposed railway would be dependent for its connection with the west, would also induce the merchants in this country to send their orders in the spring and autumn as well as in the winter, to New York, Boston, or Portland, instead of to Halifax.

It is easy to understand that Montreal may be an important depôt for the commerce of the district round the western lakes, and be able to share it with those ports of the United States upon the lakes which have communication by railways or inland navigation with the Atlantic; but it appears improbable that Quebec should obtain an important share of this trade. Produce at Montreal will be ready to be forwarded by the St. Lawrence when freights are low, or to Portland by a railway, one-half the length of that proposed between Quebec and Halifax; and the difference in freight and insurance at Halifax and Portland could not compensate for the additional water carriage of 180 miles between Montreal and Quebec, and the transport over 300 additional miles of railway.

That the construction of the proposed line would tend to expedite the settlement of New Brunswick there can be no doubt, but the Commissioners fear that a long time would elapse before this effect could be produced to a sufficient extent to make the railway profitable, or even to affect materially the value of the land. Although the provinces of British America have had for a long time a considerable advantage with respect to the duties on which their produce was admitted into this country, and although a few years ago the produce of the United States was entirely excluded from our West India colonies, it nevertheless appears that neither New Brunswick nor Nova Scotia can at present feed their own small population, and that the price, which in the principal towns of those provinces affords a profit to the distant agriculturist of the United States, is not sufficient to attract capital to agriculture along the river St. John. Of the traffic which the Cumberland coal-field might occasion, it is of course impossible to judge; within the province, while it remains thickly wooded, it is not likely that the coal would obtain a profitable sale at any great distance from the pits; but if it be of such quality as would command a good price in the ports of the United States, it might prove remunerative to connect this coal-field by railway with one of the ports of Nova Scotia, it would not, however, be prudent, until this is ascertained, to calculate on any important return from this source.

The successful result which has attended the construction of railways in the United States affords no grounds for anticipating similar results at present in British America.

Before any railway in Massachussetts was commenced, that State contained a tolerable population per square mile: the city of Boston had nearly as many inhabitants as Quebec and Halifax united have at present, and a considerable commerce must have traversed the State and passed through its port. But New Brunswick has barely a population of five to the square mile, and Halifax, notwithstanding its beautiful harbour, is more important as a naval and military station, than as a trading port.

To return 3½ per cent. on an expenditure of 5,000,000*l.*, a net receipt of 175,000*l.* will be required, and as the fixed charges contingent on the maintenance of 635 miles of railway, with the necessary buildings and staff, ought not to be estimated at less than 75,000*l.* per annum, a receipt exceeding the carrying charges by 250,000*l.* per annum, or 4808*l.* per week, should be obtained to yield 3½ per cent. upon the expenditure; and if it be supposed that two trains passed over the line in each direction daily, or 28 trains per week, the gross weekly receipt to make this return ought to be about 6500*l.*, or rather more than 10*l.* per mile.

On looking through some of the recently printed lists of the receipts on the different railways in England and Ireland, it will be found that on the East Anglian Railway, connecting the town and port of Lynn, and also several minor towns, and a considerable agricultural district and population, with the railway system of this country, the weekly receipts have generally been less than 10*l.* per mile, and that this has also been the case on the Belfast and Ballymena and on the Londonderry and Enniskillen Railways, the last being open between Londonderry and Strabane.

If this can be the result upon a railway connecting any district of England and Ireland with the port on which it depends, there is, it is feared, but little probability that a railway between

Quebec and Halifax could be profitable as a commercial undertaking for many years to come.

It must, however, be observed, that Major Robinson only considers it necessary for the receipts to be sufficient to return an interest upon 3,000,000*l.*, as he proposes that the remaining expenditure shall be met by an issue of notes. But the Commissioners understand that paper is at present extensively used in the currency of the three provinces, and they consider that any advantages which can be derived from an alteration in the principles on which it is issued, may be obtained independently of the construction of the railway, and that if it be possible for such alteration to be accompanied by an increase in the pecuniary resources of the three Governments, the returns to be expected from any proposed application of those additional resources should be as carefully considered as the return from the employment of capital under any other circumstances.

I return, herewith, the maps and plans which accompanied your communication, and remain, &c.

(Signed) H. D. HARNESS,
Captain, Royal Engineers.

H. Merivale, Esq.,
&c. &c.

(No. 319.) No. 3.

No. 3.

Copy of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, January 27, 1849.

I HAVE the honour to acknowledge the receipt of your Despatch No. 6,* of the 4th of January last, enclosing a tabular statement of the population and annual amount of rateable property in Upper Canada, from the year 1825 to 1847 inclusive; and I beg to assure your Lordship that I have perused this document with great interest, as containing much valuable information.

* Page 61.

I have, &c.,
(Signed) GREY.

The Right Hon. Earl of Elgin and Kincardine,
&c. &c. &c.

Despatches from the Right Hon. the Earl of Elgin and Kincardine, Governor-General of Canada.

No. 1. (No. 150.) No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
December 20, 1848.

MY LORD, (*Received January* 10, 1849.)

I HAVE the honour to transmit herewith the copy of a letter which has been addressed this day to Messrs. Baring and Co., of London, by the Inspector-General of this province, and which, I think, your Lordship will peruse with interest and satisfaction.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Encl. in No. 1. Enclosure in No. 1.

Inspector-General's Office, Montreal, Canada,
December 20, 1848.

GENTLEMEN,

I AM this day favoured with your letter of the 1st instant, in which you inform me that you will provide for the January dividends on the Canada Bonds, payable at your office, in the assurance of your being repaid the advance before 1st April next. I can assure you that the Canadian Government feel deeply indebted for this fresh proof of your anxiety to sustain the credit of the province. I have by this mail instructed Messrs. Glyn, Hallifax, Mills and Co. to transfer to you 30,000*l.* of the Canada debentures, which were placed in their hands last year for sale. A portion of these debentures bear 6 per cent. interest, and I should hope that the quotation of prices given by you refers to the 5 per cents. I feel very strongly that these debentures ought not to be sold under par, and that it would be much more advantageous in every way for this Government to pay whatever rate of interest may be required to command money than to increase the debt by making loans under par. Although, therefore, I have directed that a portion of our debentures should be placed in your hands, I rely that, unless it be unavoidable, you will not sell the 6 per cents. under par, and that you will advise me whether par can be obtained for debentures bearing a higher rate of interest, with a provision enabling the Canadian Government to pay them off by giving reasonable notice.

I think the present a favourable opportunity of communicating to you the views of this Government on the subject of our fiscal affairs generally. I gather from your letter that the Canadian Government declined in 1837 to constitute your house the sole agents for the province, and that, since that time, you have considered Messrs. Glyn and Co. to hold that position. It would, of course, be unprofitable to enter at present into any discussion with regard to the conduct of the Government of Upper Canada at the time referred to; but I have to repeat, that my own conviction has been, since I have taken a part in public affairs, which has been since the union of the provinces, that your house and that of Messrs. Glyn and Co. occupied precisely the same relative position towards the Government, and I therefore conceive that at a time of temporary embarrassment we were justified in making a similar application to both houses. Your letter has confirmed me in an opinion, formed very soon after my acceptance of office at the beginning of the present year, which is, that it is indispensably necessary that the province of Canada should secure, without loss of time, the services of an eminent house in London, which should be its sole agent, and at whose office all its dividends should be payable.

For such services the province of Canada is able and willing to pay, and they must be secured without loss of time. Before asking from you any proposition on the subject, it is necessary that I should notice some remarks in your letter now before me. You state that the bonds of Canada are looked on "much in the same light as the bonds of separate states of the United States of America;" that "the stock of the federal Government of the United States is certainly more valued, and finds readily purchasers on both sides the Atlantic;" and, after stating that "credit is only permanently maintained by the public knowledge of ample powers and constant regularity in meeting all money engagements," you add, "the debt of a colony always labours under some disadvantage in this respect." I desire to offer a few remarks on these passages in your letter. When your house negotiated a loan for Upper Canada some years ago at 5 per cent., that province was in a position precisely analogous to one of the separate states of the Union: it had no means of collecting a revenue from customs, the ports of entry being in Lower Canada; and in the event of the works, for the construction of which the loan was raised, proving unproductive, there were no means of paying the dividends

unless by a resort to direct taxation,—a measure not easily resorted to, and which, at all events, would have involved delay. The province of Canada occupies a widely different position,—her means of paying the interest of her debt are most ample, and are quite irrespective of the revenue from the works. The interest on the public debt is about 170,000*l.* sterling, while the revenue is more than double that amount; the grants for educational and charitable institutions alone are nearly 80,000*l.* currency per annum. Canada then has "ample powers" of meeting her engagements; in fact, precisely the same powers as the federal Government of the United States: both raise by duties on imports the revenues which they require; and if Canada wanted more there would be no difficulty in increasing the duties on imports generally, which are now, say 20 per cent. lower than the American average. But I admit that, besides power, there must be the will to pay the engagement of a Government. Has the Canadian Government or Legislature evinced any reluctance to meet its engagements? When your house was formerly under the necessity of advancing money to meet the dividends, and of selling our bonds at a discount to reimburse yourselves, Upper Canada was in the position I have already adverted to, and was unable to raise a revenue by Customs. One of the avowed objects of Lord Sydenham in recommending the Union was to enable the province to meet its liabilities; one of the first acts of the United Parliament was to double the duties on imports. since that time they have been further raised, and our proposed new tariff will ensure a still further increase of revenue. Here, then, is evidence of the will to meet our engagements; and to which I may state, and I do so with pride and satisfaction, that, amid all our political disputes, which have occasionally run high, as they sometimes do in England, the members of our Legislature of all parties have vied with one another in affirming the necessity of maintaining the public credit at all hazards.

The power and the will to meet our engagements exist; and, since the Union, you must admit, that our "regularity in meeting all money engagements" cannot be complained of. The unbounded credit of the British Government arises from the determination always evinced by Parliament to meet its engagements. The people of Canada are British subjects as well as the people of England: they have the same power and the same will to meet their engagements; and if they are ever in difficulty, it arises from the fact that British capitalists do not choose to place the same confidence in their honour that they do in that of the people of the United States, whose bonds are saleable without difficulty, although, after perusing these remarks, I confidently anticipate that you will admit that our means of meeting engagements are equally good with theirs. The fact is, that our bonds are not recommended as an investment, while those of the United States are; indeed I have felt mortified to find that the price of Canada Bonds is never quoted in the list of Stocks, although those of each of the United States, as well as of all other foreign Governments, are kept constantly before the public.

I must now state very briefly the cause of our present difficulties. Within the last three or four years there has been a surplus of revenue over expenditure of 400,000*l.*, which, instead of being applied to the redemption of our debt, has been invested in new works, on the success of which, as a source of immense revenue, we have every confidence: every effort and sacrifice must be made to complete these works. Since the creation of our Sinking Fund we have saved from actual surplus of revenue half a million currency, or one-eighth of our whole debt. But until our great line of ship canals, unsurpassed probably by any works of the kind in the world, are quite completed we shall be hampered, unless we can go into the money-market like other Governments and obtain loans. But in addition to the cause of embarrassment I have referred to, we have had this year a very deficient revenue, our imports being not more than two-thirds of the average. In England deficiencies of revenue often occur, and would be just as embarrassing as ours are but for the facility of raising money by an issue of Exchequer Bills. I have stated the cause of our embarrassments; and I trust I have shown you that, although not the slightest ground exists for uneasiness, although our revenue is most ample to provide for all our wants and for the extinction of our debt at no distant period, we are suffering severely from that want of credit in England which you have described. Our want is now, and has been all along, an active agent of high standing, able to maintain our securities in that credit to which they are entitled. A divided agency is not worth the attention of either your house or Messrs. Glyn's. Perhaps you would consider it equally unworthy if undivided; but one thing is to my mind clear, and I shall repeat it: the Canadian Government must obtain the services of an eminent house in London, and for those services it is able and willing to pay. I must state, in conclusion, that as I do not believe any house would be so likely to advance our interests as yours, I should be glad to be favoured with your views on the subject as early as possible. I have no doubt that our mutual friend Mr. Dunn, to whom I shall write by this mail, will be able to give you any further information you may require. With regard to Messrs. Glyn and Co., whose services to the Canadian Government it will always be ready to acknowledge, I need only say, that the opinion as to the expediency of having but one agent arises from no dissatisfaction with them, but from a conviction that a small account is not worth dividing, and that our interests will be promoted by such an arrangement as the one proposed.

I have, &c.,

Messrs. Baring, Brothers, and Co., Bankers, London.

(Signed) J. HINCKS, Inspector-General.

BRITISH NORTH AMERICA.

(No. 151.) No. 2.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey, dated Government House, Montreal, December 20, 1848.

(*Received January* 10, 1849.)

(Enclosing Report of Inspector-General on Colonization and Public Works: will be found printed at page 19 of Papers on Emigration to British North America; presented to both Houses by Command, February, 1849.)

No. 3. (No. 153.) No. 3.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
December 20, 1848.

My Lord, (*Received January* 10, 1849.)

In pursuance of your Lordship's instructions I have brought the subject of the Quebec and Halifax Railway under the consideration of the Executive Council of this province, and I have now the honour to submit the copy of an approved minute containing suggestions as to the mode by which, with the concurrence of the Imperial and Provincial Governments, the necessary means for carrying out this important national undertaking may, it is believed, be provided. It is proposed that the work shall be executed by or under the exclusive and immediate authority of the Imperial Government; that where the line passes through a settled country whatever land is necessary for the road shall be purchased by the provinces, and handed over to the Imperial Goverment without charge; that where it traverses the public domain, ten miles on either side of it shall also be placed at the disposal of the Imperial Government, with a view, on the one hand, to the promotion of an extensive scheme of settlement in connexion with the work, and, on the other, to the replacing by land-sales a portion of the capital expended; and, finally, that the capital required for the actual construction of the road shall be raised on the security of a revenue to be derived from the imposition of a duty of *7s. 6d.* per load on timber the produce of British North America when imported into Great Britain.

2. I am well aware of the fact that under existing circumstances grave objections present themselves to the adoption of any measure involving a large outlay. Nevertheless that which I now submit has so much to recommend it, and it bears so immediately upon questions which affect vitally the interests of Great Britain and Ireland that I need not, I am sure, bespeak for it your Lordship's serious consideration.

3. For a statement of the manifold advantages which will be conferred on the mother country and on these colonies by opening up to settlement the vast country which the proposed line will traverse; a country abounding in valuable timber, mines, and fishing stations; in many parts of admirable fertility; and accessible through Halifax by a short and easy voyage from Ireland; it is only necessary that I should refer your Lordship to the report of Major Robinson, R. E., in which these topics are ably and clearly treated. In submitting, however, the views of the Canadian Government upon this subject, I would desire, with your permission, to offer a few general remarks, which may serve further to illustrate the importance of the undertaking in a national point of view.

4. In the first place then, I would beg your Lordship to observe that one of the main obstacles to the rapid and successful colonization of British North America consists in the circumstance that there is little or no demand for labour on the sea-board. A destitute immigrant landing at New York finds himself at once in a busy scene where there is a fair chance of his obtaining employment until he has earned the means of transporting himself to the interior. But, generally speaking, he must proceed to Western Canada before he meets with any constant or certain market for his labour if he resort to British North America. Hence the necessity for a large expenditure for the conveyance of destitute persons from Quebec to the lakes, and the manifold charges connected therewith; such as the provision of hospitals at various points for the treatment

of the sick; charges which swell sometimes to a formidable sum, and which must be met either by the produce of taxes imposed on immigrants or by grants from the British Treasury. If the expenditure be defrayed from the latter source it is difficult to keep it within reasonable bounds; and if from the former, it has a direct tendency to check the immigration which it is most for the interest of the provinces to encourage, inasmuch as the healthy industrious settler who has money to pay his way, is taxed for the behoof of the destitute, the sickly, or the indolent, who cast themselves on the Immigration Department at the sea-ports. It cannot, however, I think, be doubted, that the undertaking of this great national work under the authority of the Imperial Government, and in connexion with measures of systematic colonization on the line, would go far towards the removal of this impediment to the general settlement of British North America. The immigrants who had inducements to seek the west, and money to pay their passage, would still proceed thither, while those who were either unwilling to go further, or without the means to do so, would immediately on landing seek employment on the railway or in some one of the various undertakings to which, when once fairly commenced, it would infallibly give birth, and they would eventually either become settlers on the lands in the vicinity of the line or move on to the west, leaving their places vacant for new comers. I am disposed to think that by thus removing the main obstacle to the rapid colonization of the vast British territory beyond it, this work will do far more for the interests of emigration from the mother country than will ever be effected by the employment and settlement of the large number of immigrants who are likely to be immediately engaged upon it.

5. As regards the probability of the work proving ultimately remunerative, I cannot but express my belief, that under the arrangement suggested by the Canadian Government, its cost to the British Government will be found to fall within Major Robinson's estimate. He has based his calculations, it would appear, on the expense of railways constructed in the State of Massachusetts, where large prices are frequently paid for land, and where the cost of the principal materials employed is enhanced by the operation of a highly protective tariff. As the land to be occupied by the line will cost the Government nothing, and as a considerable sum may be realized by the alienation of that portion of the public domain which will be placed at its disposal, a large deduction may, it is to be hoped, be made from these estimates; whilst the almost invariable productiveness of railways in America, which are frequently pushed, in the face of great engineering difficulties, into districts whose present resources and population would not appear to justify the outlay or warrant the expectation of a return on the capital expended.

6. I have chiefly insisted on the advantages which the mother country is likely to derive from the execution of this work, believing that the benefits which it will confer on the colonies are too manifest to require elucidation. I would, however, venture to offer one observation on this head. It is obvious that as soon as railway communication is extended throughout the provinces a smaller military force than is now requisite will suffice for their protection. But looking to the anxiety which your Lordship has repeatedly expressed that a diminution in the expenditure incurred by Great Britain on this account should be effected at the earliest period, I am prepared to go a step further in this direction, so confident am I that the mere undertaking of the work in question will tend to raise the colonists from the despondency into which recent changes in the commercial policy of the empire has plunged them; to unite the provinces to one another and to the mother country; to inspire them with that consciousness of their own strength and of the value of the connexion with Great Britain, which is their best security against aggression; that I would not hesitate to recommend that an immediate and considerable reduction should take place in the force stationed in Canada in the event of the execution of the Quebec and Halifax Railway being determined on.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 3.

Encl. 1 in No. 3.

MEMORANDUM on the projected Halifax and Quebec Railroad.

THE subject of the projected railroad between Quebec and Halifax, has for some time past engaged the consideration of the members of the provincial administration, and having been entrusted by my colleagues with the preparation of a Memorandum explanatory of their views and for the consideration of his Excellency the Governor-General, I shall endeavour to the best of my humble ability to perform the duty assigned to me. In a recent Despatch from the Right Honourable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies,* to his Excellency the Governor-General, his Lordship invites the attention of the Canadian government to a Report from Major Robinson of the Royal Engineers on the proposed trunk line of railway from Halifax, Nova Scotia, to Quebec. This interesting and able Report has been read with that attention which its importance demands, and it is most gratifying to learn that a work, the construction of which would be so desirable in a national point of view, is deemed by that officer to be not only practicable, but likely to prove remunerative.

No. 299, page 3.

The members of the Canadian Government have been most reluctant to press the subject of this railroad on the consideration of Her Majesty's Government, and would probably have forborne to do so still longer, but for the invitation contained in Earl Grey's Despatch. They feel strongly that should the work be undertaken and completed, and afterwards prove unproductive, the loss must fall principally on the mother country, and they have been unwilling, under such circumstances, to incur the responsibility of urging the Imperial Government on the subject. Major Robinson has entered very fully into the reasons which may induce the Imperial Government to embark in this great national work, one of the principal of which is that it will open a field for successful colonization. I shall not venture to enforce the arguments of Major Robinson, being fully convinced that they will have their just weight with Her Majesty's Government. I cannot however concur in opinion with Major Robinson, that the best mode of undertaking this work, would be by making it a sort of partnership concern between the mother country and the provinces of Canada, Nova Scotia, and New Brunswick. The money can only be got through the instrumentality of the Imperial Government, and it would be highly desirable that the work should be executed by the officers of that Government, and that it should be entirely under Imperial control.

If the anticipations of Major Robinson should be realized, and the work should prove remunerative, no difficulty could arise. The Imperial Government could, I should suppose, raise a loan with great ease for the required amount at 3½ per cent., and the railway dividends on this continent generally, vary from 7 to 10 per cent. But it may be said that Major Robinson is too sanguine, that loss may be incurred, and that the provinces being deeply interested in the construction of the work, ought to bear their fair share of such loss.

As no one I presume could recommend the construction of such a work as a mere mercantile speculation, its total unproductiveness ought to be provided for. The question then for consideration is how aid can be afforded by the colony.

The province of Canada has already contracted a large debt for the construction of public works, which has seriously impaired its ability to assume additional charges on its revenue.

When the great line of ship canals, by which the navigable waters of the St. Lawrence are connected with the lakes, was undertaken, the protective system was in full operation in England, and it was justly believed that under the operation of that system, the products of the Western States of the American Union, as well as of Canada, would pass through those canals and the St. Lawrence, to England. Unfortunately, for Canada, the change which has taken place in the commercial policy of the empire has had a ruinous effect upon her commerce, and a wide-spread belief prevails among the Canadian people that unless the British Navigation Laws be speedily repealed, the whole trade of the West will be diverted to New York. This reference to the commercial policy of the empire may perhaps appear irrelevant to the present subject, but it is well to keep in view that another important interest in British North America is threatened with the loss of protection. It seems to be generally believed that the present protection in favour of colonial timber is likely soon to be withdrawn. Deep as is the interest of Canada in this important trade, the sister province of New Brunswick will probably suffer more severely from the withdrawal of protection. And I think that it may fairly be urged upon Her Majesty's Government that at such a period of suffering in the colonies, caused too by no fault of theirs, it would not be expedient to propose any direct addition to our burthens. I think that I am warranted in anticipating as I have done the removal of the present protection on colonial timber. The commercial policy of the Imperial Government has been so clearly defined, as to leave no room for doubt that some modification of the timber duties will shortly be proposed. Should such a measure be determined on, it might be carried out in a mode that would at least afford some compensation to the colonies.

Instead of reducing the duty on foreign timber, that on colonial might be increased from 1*s.* to 7*s.* 6*d.* per load, by which means a revenue might be obtained sufficient to meet the interest on a loan which might be raised to construct the Halifax and Quebec Railroad.

Should the imperial Government be induced to undertake this great national work, the Canadian Legislature would be ready, there can be no doubt, to transfer to the Imperial Government or its Commissioners, the lands on each side of the road, to the extent of two miles in depth, when it should pass through the public domain, and would also be at the expense of purchasing all the private property required for the railroad line, and for the station at the terminus.

Humbly submitted for the consideration of his Excellency the Governor-General.

(Signed) F. HINCKS,

December 18, 1848. Inspector-General.

Enclosure 2 in No. 3.

BRITISH NORTH AMERICA.

Encl. 2 in No 3.

EXTRACT of a Report of the Committee of the Executive Council, dated 20th December, 1848, approved by his Excellency the Governor-General on the same day.

THE Committee of the Executive Council have had under consideration a Memorandum on the subject of the Halifax and Quebec Railroad, submitted for your Excellency's consideration by the Inspector-General of Public Accounts.

The Committee of Council concur in the opinion expressed by the Inspector-General, as to the importance of this work in a national point of view, and earnestly hope that Her Majesty's Imperial Government may be induced to recommend it for the favorable consideration of Parliament.

The Committee of Council are of opinion, that by devoting the revenue, to be obtained by an increase of the duty on colonial timber to such a purpose, Her Majesty's Government would do much to reconcile the colonists to the modification of the protective system.

The Committee of Council have no doubt that the Canadian Legislature would be prepared to sanction any measure having for its object the transfer to Her Majesty's Government of the unsettled Crown lands, through which the proposed railroad would pass to the extent of 10 miles in depth on each side, and that it would further undertake to obtain at the expense of the province, all the private property required for the railroad line in Canada, and for the several stations. And the Committee of Council recommend that a measure should be submitted to Parliament at the ensuing Session, for the purpose, in case Her Majesty's Government should determine to undertake the work.

Certified, J. JOSEPH.

(No. 1.) No. 4.

No. 4.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
January 3, 1849.

MY LORD, (*Received January* 23, 1849.)

I HAVE the honour to transmit herewith, for your Lordship's information, the copy of a Despatch which I addressed to the Lieutenant-Governors of Nova Scotia and New Brunswick respectively, in forwarding to them copies of the Minute of the Executive Council of this province, on the subject of the Quebec and Halifax Railway, which was enclosed in my Despatch to your Lordship, No. 153.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure in No. 4.

Encl. in No. 4.

Government House, Montreal,
December 23, 1848.

SIR,

UNDER instructions from Earl Grey, I have called the attention of the Executive Council of this province to the subject of the Quebec and Halifax Railway, and to the report upon it which has been furnished by Major Robinson, R.E., and I have now the honour to transmit herewith a Minute of Council, embodying suggestions as to the mode in which, with the concurrence of the Provincial and Imperial Legislatures, it is believed that funds may be procured for the accomplishment of this great undertaking. The arrangement proposed in this document has commended itself after full deliberation to the approval of this Government, as one likely to prove, under existing circumstances, in a high degree advantageous to these provinces, and I trust it will receive a no less cordial support from your Excellency and your administration.

2. On the vast importance of the work, whether as affecting Imperial or Provincial interests, I feel that it is altogether unnecessary to insist. The subject has been long before the public, and its manifold recommendations have been ably stated in various publications, official and unofficial, as well as in the valuable report to which I have already made allusion. I cannot, however, refrain from observing that, while on the one hand, no undertaking seems to me so well calculated as this to connect the provinces together; to promote the interests which they have in common, to inspire them with a consciousness of their own strength, and thus to fit British North America for the fulfilment of its high destinies; so, on the other, none appears to be more likely to increase the population, extend the trade, and develop the local resources of each; and if this remark be true as applied to Canada, still more emphatically does it hold good of the lower provinces.

3. As regards that portion of the plan submitted which involves a partial surrender of the protection at present enjoyed by colonial timber in the markets of Great Britain, I shall add nothing to the statements contained in the minute, further than to remark, that I entirely concur in the opinion, that it would be imprudent to calculate on the permanence of such protection in the face of the change which is taking place in the general commercial policy of the empire, and of the contemplated modification of the Navigation Laws.

4. I have no authority to state that Her Majesty's advisers will deem it consistent with their duty to apply to Parliament for the necessary power to enable them to undertake this great work under the proposed arrangement, but I am so thoroughly convinced of their desire to promote the welfare of these valuable dependencies of the Crown, and to relieve them from the depression under which they now labour, that I am confident a suggestion of this nature, supported by the concurrent recommendation of the provincial Governments will command their immediate and most favourable consideration.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

Sir Edmund Head, Bart., and Sir John Harvey, K.C.B.,
&c. &c. &c.

No. 5. (No. 6.) No. 5.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Answered Jan. 27, No. 319, page 53.

Government House, Montreal,
January 4, 1849.

MY LORD,

I HAVE the honour to transmit herewith, three printed copies of a tabular statement, prepared with much care from official records, showing the population and annual amount of all property in Upper Canada, rateable under assessment laws for purposes of taxation, from the years 1825 to 1847 inclusive. The evidence which this document affords of the steady yet rapid increase which is taking place in the value of property in this section of the province, cannot fail to be highly interesting to your Lordship, and is well worthy the attention of capitalists in Great Britain.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 5.

TABULAR STATEMENT, showing the Annual Amount of all Property in Upper Canada, rateable under Assessment Laws for purposes of Taxation, from the year 1825 to 1847 inclusive.

The following Table gives not the actual value of the property, but the value at which it is rated for taxation under statutes of very early date, and which have remained unaltered.
Wild Land is valued at 4*s.* per acre, its average value is fully 15*s.*, as the amount given in the column only includes that in possession of persons, and forming part of their farms.
Cultivated Land is valued at £1, whereas the lowest average is from £2 10*s.* to £3 per acre.

Years.	Population.	Lands.		Houses of all kinds, except Shanties.	Grist Mills.		Merchants' Shops.	Store-Houses.	Horses.	Oxen.	Milch Cows.	Young Cattle.	Saw Mills.	Carriages kept for Pleasure.	Amount of Assessed Value of Property.			Gross Amount of all Local Taxes.		
		Uncultivated, Assessed Value 4*s.* per Acre.	Cultivated, Assessed Value £1 per Acre.		Number.	Additional run of Stones.									£.	*s.*	*d.*	£.	*s.*	*d.*
		Acres.	Acres.																	
1825	158,027	2,500,304	535,212	8,876	232	71	456	54	22,589	23,900	51,216	23,501	394	587	2,256,874	7	8	10,235	8	2
1826	. .	2,641,725	614,254	9,732	250	80	487	57	24,095	26,580	61,954	24,806	422	582	2,409,064	17	9	9,940	4	11
1827	. .	2,826,070	632,607	9,889	262	94	496	51	25,520	29,128	67,349	27,918	460	750	2,442,847	11	0	11,509	10	5
1828	. .	2,977,807	678,618	10,183	274	98	548	68	27,303	30,879	67,945	29,527	515	968	2,579,083	3	4	12,533	12	3
1829	. .	3,008,777	717,552	11,291	296	102	604	72	28,388	33,451	75,091	34,844	535	982	2,735,783	10	10	12,732	17	5
1830	210,437	3,244,410	775,014	12,082	273	121	748	91	30,777	33,770	80,909	33,396	555	986	2,929,269	9	2	13,355	10	6
1831	. .	3,570,389	818,432	13,605	291	135	757	95	33,197	36,057	83,519	35,194	533	1,111	3,143,484	10	0	15,320	10	11
1832	261,060	3,799,014	916,173	14,550	320	152	854	96	36,601	38,941	91,676	35,250	671	1,203	3,415,822	0	1	16,503	6	10
1833	. .	4,115,253	981,955	16,446	307	173	1,025	105	40,249	41,870	95,042	36,089	723	1,421	3,796,040	4	2	18,397	5	7
1834	320,693	4,171,995	1,034,816	16,771	328	192	957	123	41,866	42,445	99,474	36,769	788	1,409	3,918,712	14	2	19,806	1	5
1835	. .	4,476,368	1,208,508	18,488	352	199	982	117	47,724	46,066	109,605	39,329	753	1,495	3,880,994	13	6	22,464	8	4
1836	372,502	4,807,406	1,283,133	20,951	356	227	1,043	133	54,616	48,929	120,584	44,698	902	1,720	4,605,103	1	9	23,169	0	8
1837	. .	4,736,268	1,453,556	22,057	366	233	1,198	117	57,170	49,347	123,028	48,598	860	1,627	4,431,098	8	9	24,337	14	8
1838	*	4,353,890	1,206,493	19,513	359	251	917	99	52,732	38,577	109,991	42,514	774	1,467	4,282,544	3	9	24,077	12	3
1839	407,515	5,113,423	1,587,676	25,049	420	298	1,036	113	66,220	47,569	136,951	47,624	953	1,769	5,345,372	11	6	33,210	16	7
1840	. .	5,290,014	1,710,000	25,857	420	294	1,123	130	72,734	49,317	144,900	48,625	963	1,863	5,607,426	7	8	37,463	14	4
1841	465,357	5,310,103	1,740,664	27,960	443	334	1,211	145	76,747	50,271	163,663	59,955	980	1,936	6,269,398	12	6	43,908	16	8
1842	486,055	5,548,357	1,916,319	31,638	455	359	1,299	164	83,755	55,137	173,394	76,648	982	2,188	6,913,341	9	3	58,354	12	11
1843	. .	5,783,197	1,993,659	33,190	451	375	1,330	154	88,062	58,531	184,186	84,326	1,169	2,648	7,155,324	18	6	64,849	9	3
1844	. .	5,845,935	2,166,101	35,631	465	369	1,431	155	94,168	62,306	187,298	79,050	1,246	3,042	7,556,514	12	5	74,736	5	0
1845	. .	6,072,076	2,311,238	37,214	478	417	1,636	174	98,598	65,127	199,537	78,665	1,272	3,810	7,778,917	9	6	76,291	10	6
1846	. .	6,182,419	2,464,704	39,625	492	426	1,868	180	105,517	68,963	211,565	74,370	1,401	4,510	8,236,677	18	0	84,137	5	9
1847	. .	6,477,338	2,673,820	42,937	527	475	1,945	179	113,812	72,017	218,653	76,935	1,489	4,685	8,567,001	1	0	86,058	16	0
1848	717,560	..	..	..	..	..	..	..	..	..	..	..	..	..	..			..		

* For this year the Assessment Rolls were very imperfectly taken owing to the disturbed state of the country.

NOTE.—The Wheat Crop of Upper Canada, as given by the Census for 1842, was 3,221,991 bushels, by that taken in 1848 it amounted to 7,494,732, showing an increase of 4,272,741 bushels or 132·62 per cent. on the 6 years.

BRITISH NORTH AMERICA.
Encl. in No. 4.

Despatches from Sir E. Head, Lieut.-Governor of NEW BRUNSWICK.

BRITISH NORTH AMERICA.

No. 1.

(No. 1.) No. 1.

Copy of a DESPATCH from Lieut.-Governor Sir Edmund Head to Earl Grey.

Government House, Fredericton,
January 1, 1849.

My Lord, (*Received January* 23, 1849.)

I have the honour to enclose a copy of certain observations on the Reports of Major Robinson and Captain Henderson, with reference to the proposed railway through this province.

These observations have been placed in my hands by Mr. Wilkinson, the gentleman who is the author of the Report, No. 3, printed at page 46 of the Appendix to Major Robinson's Report.* He is employed in the Crown Land Office here, and is a person of great experience in surveying. He possesses, moreover, considerable knowledge of this country, and is, I believe, perfectly trustworthy.

* See page 37 of this Paper.

At the same time I wish your Lordship to bear in mind that I did not call on Mr. Wilkinson for any observations on the report in question, nor do I now express or imply any opinion as to the justness of his views.

It is so material, however, that Her Majesty's Government should be in possession of all the information which can be obtained on this difficult and most important subject, that I should not feel justified in withholding from your Lordship remarks on Major Robinson's Report, thus placed in my hands in an official form, by a person like Mr. Wilkinson.

I have, &c.

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Encl. in No. 1.

Enclosure in No. 1.

Fredericton, December 18, 1848.

May it please Your Excellency,

The following observations appear to be invited by the Report submitted to Major-General Sir John F. Burgoyne on "the proposed trunk line of railway from an eastern port in Nova Scotia, through New Brunswick to Quebec," dated 31st August last.

It is with reluctance that they are offered in an official form, but the utility or propriety of any other course appears to be precluded.

The Report is peremptory in the recommendation of a particular route, and that the most circuitous one.

It is equally peremptory in the condemnation of any more direct or central route.

We of course look for reasons of adequate force and validity to command a concurrence in a decision so unqualified.

The proposed observations on the insufficiency of the reasons adduced, will be confined to the route as far as it falls within the limits of New Brunswick and part of Canada.

The Report affirms the superiority of the direct or central route, if practicable, in these words, "Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such a line.

Report, p. 13.

The efforts made are then detailed. In these details I am unable to discover, even an approach to the adequacy of effort which could warrant an unqualified, much less a peremptory opinion.

To follow minutely the Report is unnecessary, one effort only to discover a favourable line between Boistown and the Restigouche, is detailed. This, it is incidentally mentioned, was a great improvement upon a previous one. Why then did this great improvement rather discourage than encourage further efforts? Was every effort already exhausted by the peculiar efficiency of this second attempt?

A simple inspection of the map of the country, as previously known, will show that there was only a faint probability of the success of either of these attempts, which were by way of the extreme sources of the south-west branch of the Miramichi. There the land was already well known to be very high, and it is obvious that the descent into the valley of the Tobique from

this situation, would be the shortest and most sudden that could be selected. A direct and equable descent, proved, as was very likely, to be impossible, and any other must necessarily be very bad. The details in Appendix No. 2, of the Report confirm this.

The Report says that "the lowest point of the ridge overlooking the Tobique River, at which any line of railway must pass, is 1216 feet above the sea." That this great summit level "must be surmounted."

Now this unqualified affirmation implies that the elevation of every gap or depression in a dividing ridge, extending in a straight line north-east and south-west, about 70 miles, and probably 100 miles by its circuitous course, has been accurately ascertained. Yet no details are furnished in the Report to show that any knowledge of this kind exists beyond the vicinity of the single point at which the ridge was intersected as described by Captain Henderson, in Appendix No. 2. He says, "The highlands bounding it, (the valley of the Tobique,) on the south side, are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles south of the river, is 1216 feet above the sea, or 894 feet above the river." This statement is satisfactory. It is all that could be said with safety. But it does not carry us either way along the ridge beyond the vicinity of the point examined.

An examination of the whole ridge, however, does not even receive advertance in the Report. Yet without such examination, and a conclusive result derived from the same, how can the Report plead an unwillingness to abandon the direct route, or affirm that the lowest point in the ridge in question, is 1216 feet above the sea.

An exploration by way of the right hand branch of the Tobique, towards Boistown, was suggested at the commencement of the season of 1847. It might not have proved successful, but it offered the greatest probability of success. It is obvious, at least, that the suggestion could proceed only from the anticipated failure of the route adopted. The proposed is adverted to in Appendix 3, at page 49, 50, of the Report, but not noticed in the Report itself.

My remarks would extend to tediousness in minutely following the Report. Their tendency would be of the same kind, with regard to the rest of the line of country from the Tobique onwards to the St. Lawrence. I could not conscientiously concur in the opinion that the country is barely within the limits of practicability, much less that it is impracticable, and that further attempts to discover a favourable route are useless. My personal knowledge of the face of the country, and my views of the importance of the central line, equally compel me to say, that no sufficient efforts have yet been made to warrant a peremptory opinion, or any safe opinion.

I must also add that no admissible data whatever are supplied by the Report for a satisfactory comparison of the circuitous and central routes.

In seeking for such means of comparison, we are foiled at the first attempt.

The Report says, at page 14, that the section of country between Shediac, (more properly perhaps the Bend of Petiticodiac) and Boistown, was proved in 1846 to be generally low and flat, with occasional undulations. This of course is part of the direct or central line.

In order, however, to make the corresponding division of the circuitous line, running 20 or 30 miles further to the eastward, pass review, it is put forward, not upon its own but upon the borrowed merits of the central line. The sections as submitted are acknowledged to be inadmissible. They "are not grades for the railway." What then? "With the exception," says the Report, "of the immediate banks of the St. Lawrence, this is expected to prove one of the easiest portions of the line." Why is it so expected? No reason is given, except that "the whole of this portion of the country is believed to be generally low and flat," like that between Shediac and Boistown. Why is it so believed, whilst the sections submitted show that the whole of the country is not so, and that restricting our judgment to what is known by these sections "they are not grades for the railway."

Thus nearly 100 miles of the circuitous line, so confidently and peremptorily recommended for its superiority, is not, as far as known, entitled to be recommended at all, and the fact of its eligibility yet remains to be discovered, whilst the easy practicability of the corresponding portion of the central line has been proved.

This criticism would not have been submitted, if an exact local knowledge recently obtained of a portion of the ground in question did not forbid the least concurrence in the gratuitous expectation held out in the Report, that "with the exception of the immediate banks of the St. Lawrence this is expected to prove one of the easiest portions of the line.

By inspection of the map of the country as already known, it will be seen that there will be at fewest about eight principal summits or watersheds to cross at right angles by this portion of the circuitous line, and that at every interval the level of the tide must be quite or nearly regained. It will be fortunate if these summits can be easily surmounted at a less average elevation than 200 feet. Assume that by deep cuttings and high bridging they may be reduced to an equivalent of 150 feet, we have at once by this favourable supposition an aggregate elevation of 1200 feet to cross, or as high as the trial summit of the Tobique ridge; but this is without making allowance for all the subordinate or secondary summits, which will be numerous. The difficulties, therefore, cannot be even guessed at without a careful survey.

The Report places much reliance upon the greater security which the mere remoteness of the circuitous line from the frontier of the United States will afford in case of war.

"Passing," it is said, "at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance of security from attack in case of hostilities." Report, p. 13.

In one ignorant of military matters, it may be presumptuous to be incredulous on this point; but in seeking to run wide of one danger it would appear that the line recommended runs side

BRITISH NORTH AMERICA.

by side with a danger still greater. It would run for several hundred miles close upon the highway not only of the United States but of all nations.

Assume that the United Kingdom were destitute of a railway, and that it was proposed to construct one for the security of military communication and commercial traffic, would it be recommended that it should follow the immediate coasts of the islands, or that it should, as much as possible, run centrally through from north to south with branches to either coast?

The case proposed in New Brunswick is not essentially different, except that the inland frontier will be less exposed to clandestine attack than the sea-coast. No formidable design could originate and ripen for an inland attack without some warning; not so on the sea-coast. It has been affirmed by high authority, that even in England there would be no difficulty in the present state of steam navigation, in landing without any available notice a well appointed army on the south coast, which could march unopposed to London in two days. How insignificant then would be the ordinary means of opposition on the eastern coast of New Brunswick, not even the slight obstacle of a landing could oppose the clandestine attack and interruption of the proposed line of railway. It would pass (according to the Report) immediately across the heads of navigable rivers or bays, of the Gulf of St. Lawrence, and for a long distance close along shore. Facility of approach by these means is mentioned in the Report as a superior advantage in the construction. This two-edged advantage also extends along the whole shore of the river St. Lawrence.

Report, p. 13.

It will scarcely be denied that it is important to reduce this source of danger to the shortest possible extent of the line. Nearly 100 miles of the most objectionable part of the shore of the St. Lawrence, and the whole of the gulf shore, are avoided by the central route through New Brunswick. If also it be the shortest and most expeditious, these would be most important offsets against an assumed increase of expense. It is not certain without survey that this construction of this part of the line would exceed the average cost. If not, then nearly a tenth of the whole expense would be saved. It would cost nothing along the line for defensive works, that would not be equally necessary if the railway did not exist. On the other hand, no limit could be assigned to the expense of efficiently guarding the sea-coast.

The central line would also be a common bond of union on a principle of equity to all local interests in New Brunswick; its branches would bind those interests as one. A one-sided line, with the influence of Government in its favour, would tend to the obvious antagonism of private enterprise.

The Report enters upon the question of the probable revenue from freight transmitted between Quebec and Halifax.

There can be but faint prospect of heavy freight finding its way along the whole line for shipment at Halifax for Europe, or the reverse, during the season of navigation, except where expedition is of more importance than cost, or in case of sudden emergency like that which occurred in 1846-7. During the winter season heavy articles required either way will naturally take the shortest line of railway, which may connect the open navigation of the sea with the nearest harbour of the St. Lawrence. The shortest line of railway of this description that can be constructed within British territory, or perhaps elsewhere, is that now in progress from the port of St. Andrew's. Another line, of not many miles greater extent, may terminate at St. John's; either of these will be 240 to 260 miles shorter than the circuitous line to Halifax, and both will be as promptly accessible as that port from Bermuda and the West Indies, and are only a few hours more remote from Europe. The central line would convert these branches into most important auxiliaries. The circuitous one would turn them into rivals.

The qualities of the trunk line, therefore, most calculated to insure revenue, are those of directness and expedition between the extreme points of communication, and as a commanding medium of distribution and absorption of traffic by branches to the chief maritime outlets. The most important of the latter must evidently be in the Bay of Fundy, because they are accessible all the year. To divert the trunk line as far as possible from these would be to exclude it from a fair prospect of revenue.

To render this more evident, an estimate of the comparative cost of transportation between the respective Atlantic ports of Halifax, St. John's, and St. Andrew's, and a common terminus either at Point Levi, or at River du Loup, is as follows:—

FREIGHT by RAILWAY, estimated at 1½*d.* sterling per ton per mile.

Delivered at	From Point Levi.			From River du Loup.		
	Distance in Miles.	Amount.		Distance in Miles.	Amount.	
		Per Ton.	Per Barrel.		Per Ton.	Per Barrel.
		£. s. d.	s. d.		£. s. d.	s. d.
Halifax . . .	635	3 19 4	8 0	525	3 5 7	6 6
St. John . .	390	2 8 9	5 0	280	1 15 0	3 6
St. Andrews .	375	2 6 10	4 8	265	1 13 1	3 4

This estimate is predicated on the lowest rate of freight at present charged on the western railroad in Massachusetts. This is a line competing with the navigation of the Hudson, and affords a fair guide in the case under consideration.

Report, p. 26.

The report in question, however, estimates the whole cost of transportation from Quebec to Halifax at 11*s.* only per ton, or about one-seventh of a remunerative freight, a mistake arising apparently from the supposition that the cost of motive power is the whole cost, whereas it is only a small fractional part. The oversight is the more inconvenient, as it destroys the speculations founded upon it. There is no hope that a line terminating at Halifax can systematically

compete either with the navigation of the St. Lawrence, or with shorter railroads terminating in the Bay of Fundy, for heavy freight. There is not the less doubt, however, that the way freight which it will command as a line of distribution will, in conjunction with other sources of revenue, be highly remunerative.

I have, &c.
(Signed) J. Wilkinson.

December 28, 1848.

It may be proper to refer more particularly to the grounds of objection to a military line of railway, immediately along any considerable part of the coast of the Gulf and River St. Lawrence.

It is to be borne in mind that not only France, but the United States, have important rights in the Gulf of St. Lawrence, materially involving their respective plans of maritime advancement, and which continually occupy their jealous attention.

By a succession of treaties, since that of Utrecht, the French have a right to fish not only on the coasts of Newfoundland, but also in the Gulf of St. Lawrence, within three leagues of all the coasts belonging to Great Britain, as well as within 15 leagues of the Atlantic coasts of Cape Breton and Nova Scotia. The islands of St. Pierre and Miquelon, overlooking the main entrance of the Gulf of St. Lawrence, are ceded in full right to France, the unimportant right of fortifying excepted. These islands are held and governed as exclusively French.

It is evident that this cession was made on the part of Great Britain, and received on the part of France, with a mutually deep consciousness that it would always involve considerations of danger to the peace of both countries.

The foregoing and other rights were confirmed to France by the treaty of Paris in 1814.

Neither the past history of the fisheries on these coasts, nor the growing anxiety of late years, manifested both by France and the United States, on the subject of relative maritime progress, seem to afford that sure confidence of a permanently good understanding, which would warrant an entire indifference to any contingencies which might hereafter arise to affect the security of a line of military communication immediately along the coast under notice.

The author of "The Past and Future of the British Navy" does indeed ascribe the chief prospective danger to the sleepless jealousy of France alone, regarding it as the cherished ambition of that nation to strike a sudden and decisive blow at our commercial supremacy. The blow might possibly, however, lose nothing in either suddenness or decision in being dealt by a combined, rather than by a single arm.

It is further to be borne in mind that, besides a resident maritime population, acknowledging the jurisdiction of France alone, and the intimate knowledge of extensive portions of these coasts, maintained by the annual visits of many thousands of the fishermen of that country, counted upon at all times as an available maritime force; the British coast, the proposed site of the railway, is also lined with a population of French origin, retaining the language, habits, and predilections of their race, and remaining under the guidance of a foreign priesthood.

If, therefore, the central line of railway, the line equally remote both from the inland and the maritime frontier, must necessarily pass through vacant country, the consideration may not be altogether without value that the blank may be filled up with exclusively British attachments and preferences, habits and institutions.

But these remarks are made, much less under any serious anticipations of the eventual importance of avoiding, very widely, either the inland frontier on the one hand, or the sea coast on the other, than under a sense of the high importance of constructing a trunk line of railway which shall, as much as possible, bind together both colonial and national interests; and by its intrinsic adaptation to the purpose, independently of any adventitious aid from Government, preclude, for all time, a reasonable motive for the project of a competing line.

The results of railway experience generally, and the opinions of distinguished engineers, both in Europe and America, appear now very decidedly to recommend the system of central trunk lines with branches to remote points, rather than independent lines of communication between the latter.

There are portions of the Report under consideration, relative to the use of wood in the construction of railways, which do not clearly harmonize. The 14 bridges in 20 miles, up the rocky chasm of the Metapediac, of the aggregate length of nearly 6000 feet, and another bridge of 2000 feet, necessary to cross the Miramichi, are represented as not formidable at all, because wood may be used for their construction; and that bridges in the United States, "on the best lines," are built of this material. But immediately further on the liberal use of wood is disparaged as the "cheap method of making railways;" and a quotation from a report relative to the Syracuse and Utica Railroad is given to show "some of the consequences arising from a cheap railway." But the statement quoted seems less to disparage than commend the advantages of a wooden structure, at least in the first instance. The first cost, including equipment, was 3600*l.* per mile. For this small outlay, the advantages of a railway are obtained for eight years. After this a more perfectly re-constructed line will enhance the whole cost to only 5960*l.* per mile.

Report, p. 14.

Report, pp. 16, 18.

A perishable, as well as a durable, material may be badly employed.

A locomotive may drop through a trestle-bridge or may run off an embankment without either wood or stone being really responsible for the disaster.

Ever since Lord Stanley was pleased, immediately after the great fire in Quebec, to communicate, for the information and benefit of the North American colonies, the results of several experiments, under the auspices of Government, made with wood rendered incombustible, and,

as also supposed, imperishable, by a new and simple chemical process, the value of a discovery so important has not ceased to be a subject of deep interest, though no attempt has yet been made to convert it to practical account.

The great saving of first cost in the construction of railways by the use of wood has been abundantly proved. The imperfection of the method undoubtedly lies in the perishable nature of the material; but this has been greatly aggravated by the slight and inefficient character of the first structures of this kind in the United States.

Some very interesting details and observations, relative to this subject, are supplied in the chief engineer's report of the Baltimore and Ohio Railroad, for the year 1847. The affairs of this road are under the presidency of the Honorable Lewis McLane, late minister to Great Britain. This line is considered to have a nearer resemblance to the Western Railroad in Massachusetts, than to any other in the United States, and both may be considered to have much resemblance to the projected line from the Atlantic to Quebec. The following is an extract from the Report referred to.

"*The Bridges.*

"This head of expenditure has shown a large and important one for the last three years, principally on account of the necessity of rebuilding most of the many wooden viaducts upon the line. Of these numerous and extensive structures the aggregate length is 4115 feet in spans varying from 40 to 150 feet, besides 1633 feet of trestle-bridging at Harper's Ferry, making the whole length of timber bridging 5748 feet, or 1·09 miles. They carry the road across 11 large rivers, and three smaller streams, intersected by the route.

"They were built originally with a view to much lighter locomotives and trains than those since traversing the road. They were also built of materials, the best to be had at the time but not offering the choice in quality which is now open, and put into the work with but little seasoning. Decay consequently soon commenced, while the increasing weight and frequency of the trains imposed a duty which required increasing instead of diminishing ability to perform. The result has been, that although some of the viaducts have suffered much more than others, yet that an entire re-construction of the whole has been considered expedient, rather than resort to a less thorough renovation, which would have been less safe, and in the end more expensive. In this, no pains and expense have been spared to render them capable of performing the severest duty that can ever be required of them, and entire success has been the result. All the new work has stood the test of its strength completely; and the most difficult and extensive structure of the whole, the wide arch at Harper's Ferry, has now borne the trade of the road under the most trying circumstances for two years, without exhibiting the smallest weakness in any of its parts. A very important part of the improvements applied to the new structures, consists in covering them from the weather, and providing for the seasoning of the timber more perfectly than before; and this protection, it is believed, is now so effectual, as to secure them against all the usual causes of decay, and to render them as durable as if built of stone or iron. The agent of destruction remaining to be guarded against is fire, and this danger can only be averted by a vigilant watch, the employment of which will always be indispensable, but the expenses of which will not increase with the expense of the road, and will thus be a diminishing tax upon it.

"Before leaving this subject it is right to state that the experience of all other roads of heavy trade in the United States, is, in regard to their wooden-bridges, the same. They were built too slightly in the first place, and have required to be re-constructed or strengthened in such a way as to amount to re-construction; and I may add that all the experience of those companies, as well as that of this, has gone to demonstrate the soundness of the principles upon which the Baltimore and Ohio Railroad are built."

It may be remarked that no water crossings of great magnitude are likely to occur on the central line through New Brunswick. The gigantic, and necessarily hazardous, structures which cannot be avoided on the circuitous line, would, under any circumstances, be objectionable; but long bridges immediately on the tideway of the Gulf of St. Lawrence do not appear to give to this line the superlative quality insisted upon in the report that, "passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance, of security from attack in case of hostilities."

(Signed) J. WILKINSON.

No. 2.

(No. 2.)

No. 2.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to Earl GREY.

Government House, Fredericton,
January 6, 1849.

MY LORD, (*Received January* 23, 1849.)

ON the 2nd of January I received from his Excellency the Governor General a letter on the subject of the proposed railway between Halifax and Quebec, together with copies of a memorandum from the Inspector-General of Accounts in Canada, and of a minute of the Executive Council of that province on the same subject.

Unfortunately the heavy drifts of snow in the province have prevented the

full meeting of my Executive Council, which ought to have taken place on Wednesday, 3rd instant. Mr. Chandler left home for the purpose of coming up, but was obliged to return; from Mr. Hill, I have not heard. This morning, however, Mr. Hazen arrived with some difficulty from St. John's, and a quorum of the Council has thus assembled.

I have laid before the Council, without delay, the documents relating to the proposed railroad, and I have now the honour to enclose a copy of a Minute which has been this day unanimously adopted by the Council. The meeting of the Council is not, as I have observed, a full one, but I have no reason to suppose, that this fact has made any difference in the views expressed by its members. or that the resolution now forwarded would be disapproved of by those who are absent.

With these views, I should add, that I, myself, most entirely concur.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Enclosure in No. 2.

Encl. in No. 2.

In Council, January 6, 1849.

Present:—

His Excellency the Lieut. Governor,

The Hon. R. L. Hazen,
„ J. R. Partelow,
„ C. Fisher,

The Hon. L. A. Wilmot,
W. B. Kinnear.

The Lieut.-Governor laid before the Board the following papers:—

1. Despatch of Earl Grey, dated November 17th, 1848, relating to the proposed railway from Halifax to Quebec.
2. Printed Report of the Commissioners with reference to the aforesaid railway.
3. Letter and enclosure from his Excellency the Lieut.-Governor of Nova Scotia.
4. A letter from the Governor-General, dated 23rd December, 1848, and enclosing memorandum from the Inspector-General of Accounts for the province of Canada, together with a copy of a Minute of the Executive Council of that province thereon.

The Council having considered these documents with great attention and satisfaction, fully concur with the opinion expressed by Major Robinson in his very able report, that while the projected railway will be of great advantage to provincial interests, it is, at the same time, a work of imperative necessity, in a national point of view, for the preservation and integrity of his portion of Her Majesty's dominions.

Participating in this conviction, the Board anxiously desire to co-operate with the adjoining colonies in any practicable scheme for the completion of so important an undertaking.

Were the available resources of the province equal to our desires for the permanency of our connexion with the empire and the stability of British institutions on this continent, we would at once take upon ourselves our proportion of this great work, asking aid from no quarter; but as we, in common with our Canadian brethren, are now suffering from the recent changes in the commercial policy of the Imperial Government, we are left without the means of doing as we would.

Concurring in the views of the Inspector-General of Canada as to the continuance of the present protective duties on colonial timber, we readily agree with him in the proposition of an increase of duty from 1*s.* to 7*s.* 6*d.* per load, as a security to the British Government for any advances they may make for the completion of the railway.

Believing that but one opinion prevails in this province as to the great national importance of the project, the Council do not anticipate that any objection will be made to the additional impost on our timber, if such increase will be taken by the Imperial Gnvernment in security for the necessary advances.

Confident in the anxiety of the Provincial Assembly to do all in their power to forward this great undertaking, the Council believe that they will cheerfully afford facilities co-extensive with those proposed by Canada in securing to the Imperial Government the ungranted lands within 10 miles on each side of the line, and in obtaining, at an expense however great, all the private property required for the line and for the necessary stations within the province.

No question of greater importance to British colonial interests could be presented for the consideration of the Government. Upon it hangs the destiny of these provinces as portions of the empire; in its favourable termination we view the only guarantee of colonial unity and British supremacy in British North America; and so deeply rooted do we believe to be the attachment of this colony to British institutions, that we are of opinion no opposition will be offered in our Legislature to the proposition of the Canadian Government, however its adoption might bear upon what has hitherto been the principal staple of the province.

The Council concur in the views of the Inspector-General as to the impracticability of carrying out Major Robinson's scheme of the Imperial and Provincial partnership, and deem

it far more desirable that it should be under the control and sole management of one directory, and that the Imperial Government.

The trunk line, as recommended by Major Robinson, may be the best which can be discovered, but if a more central one can be found between Shediac and the St. Lawrence, it would be more generally advantageous to the provincial public, and we entertain every confidence that Her Majesty's Government will take care to adopt such line as will be best suited for all purposes national and provincial.

Extract from the Minutes,
R. FULTON.

No. 3.

(No. 13.) No. 3.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to Earl GREY.

Government House, Fredericton,
February 2, 1849.

MY LORD, (*Received February* 20, 1849.)

I HAVE the honour to transmit, for your Lordship's information, the enclosed copy of the resolutions passed at a meeting held at Dorchester, in the county of Westmoreland, on the subject of the Halifax and Quebec Railroad.

I have, &c.,
(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. 1 in No. 3.

Enclosure 1 in No. 3.

Mount Whatley, Westmoreland, (*Near Amherst*),
January 19, 1849.

SIR,

IN pursuance of the directions of the meeting of the freeholders and inhabitants of this county yesterday, held at Dorchester, I beg leave to transmit you a copy of the resolutions passed at such meeting, on the subject of the proposed Halifax and Quebec Railway, and I have to request the favour of your laying them before his Excellency the Lieutenant-Governor.

I have, &c.,
(Signed) WILLIAM HENRY BUCKERFIELD,
Secretary to the Meeting.

The Hon. John R. Partelow,
&c. &c. &c.

Encl. 2 in No. 3.

Enclosure 2 in No. 3.

AT a Meeting of the Freeholders and Inhabitants of the County of Westmoreland, held at the Court-house in Dorceester, on the 18th day of January, 1849.

The Hon. WILLIAM CRANE was called to the Chair.

Mr. W. H. BUCKERFIELD was appointed Secretary to the Meeting.

The following resolutions were proposed by the Hon. A. E. Botsford, seconded by the Hon. Edward B. Chandler, and carried unanimously.

1st. Resolved unanimously as the opinion of this meeting, that the subject of the proposed railroad between Halifax and Quebec is one of paramount importance to the British North American Provinces, that the future destiny of these valuable possessions depends upon the early construction of this grand national work, and that it is a duty equally imperative upon Her Majesty's Government, the Colonial Legislatures, and upon every individual claiming the privilege of a British subject, to afford every aid and assistance to the promoting this truly patriotic undertaking, upon the success of which, unquestionably depends the future relations and prosperity as well of the mother-country as of these her colonies.

2nd. Resolved unanimously as the opinion of this meeting (deeply impressed with the vital importance of the subject), that the Legislature of this province should at the approaching session pledge the faith of the province for the payment of such proportion of the interest of the capital required to construct the railroad as may be deemed fair and reasonable, having regard to the relative position and capabilities of this province, as compared with those of our sister colonies of Canada and Nova Scotia, and should also empower the Executive of this province to make free grants of a breadth of way, and at least one half of all Crown lands over which the railroad may pass, or which may be in the vicinity thereof.

3rd. Resolved unanimously, that next to and intimately blended with the profitable operation of the great trunk line stands the contemplated branch railway from St. John to Shediac, connecting as it will the commercial emporia of the three provinces, Quebec, St. John, and Halifax, and securing, as it undoubtedly will, the general line of communication by steam for travellers to and from Europe and America, as well to Canada as to the United States,

through this province, that consequently this branch in the opinion of this meeting demands the warmest encouragement and support of the Legislature and people of this province.

4th. Resolved unanimously, that this meeting will afford every facility and aid in promoting these great public works, and as a substantial evidence of the sincerity of its opinions we will individually pledge ourselves to make a free grant of whatever cultivated lands may be required for a breadth of way over which the said railroad may pass, belonging to us respectively, as also a free grant of any wilderness lands that may be required for a similar purpose, together with one half of the quantity of such wilderness lands so belonging to us, in addition to such part as may be required for a width of way.

5th. Resolved unanimously, that a written agreement be immediately prepared, embodying the above views, and be submitted for signature.

6th. Resolved unanimously, that the Hon. Edward B. Chandler and Mr. W. H. Buckerfield be a committee to prepare a draft of such agreement.

7th. Resolved unanimously, that it is the opinion of this meeting that judging from the effects already produced by railway communications in other countries, the most beneficial results may be expected to arise from this undertaking to the agricultural and commercial interests of the province, and that it may through its main line and its probable connexions be the means of attracting the large and unceasing emigration from Europe, as well as the traffic between that continent and the greater part of North America, more especially from Canada and the Western States of the Union, to the ports of this and the adjoining province.

8th. Resolved unanimously, that copies of the foregoing resolutions be transmitted to the provincial Secretaries of the several provinces, for the information of the respective Governments.

(Signed) WILLIAM CRANE, Chairman.

The chairman having left the chair, Mr. John Robb was called thereto, when it was resolved unanimously, on the motion of Robert D. Gilbert, Esq., seconded by the Hon. Edward B. Chandler, that the thanks of this meeting be given to the Hon. William Crane for his able conduct in the chair, and for the valuable information he has kindly afforded to the meeting.

Despatch from Sir John Harvey, Lieut.-Governor of Nova Scotia.

(No. 63.) No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir JOHN HARVEY to Earl GREY.

Government House, Halifax, Dec. 8, 1848.

MY LORD, (*Received December* 22, 1848.)

I HAVE the honour to acknowledge your Lordship's Despatch of the 17th November (No. 131)*, which, with the report of Major Robinson, will be submitted to the Legislature early in the session.

Your Lordship may rely on the members of my Government giving to the subject thus presented the favourable consideration which is due to a project so vast, and involving, as it necessarily does, so many national and intercolonial interests.

I have, &c.,

To the Right Hon. Earl Grey, (Signed) J. HARVEY.
&c. &c. &c.

* Similar Despatch to that addressed to Lord Elgin, Nov. 17. *Vide* page 3.

.82

LONDON:
Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

CANADA.

PAPERS

RELATIVE TO

THE AFFAIRS OF CANADA.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY 1849.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.
1849.

PAPERS

RELATIVE TO

THE AFFAIRS OF CANADA.

From Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

CANADA.

Copy of a DESPATCH from Governor the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
April 30, 1849.

My Lord, (Received May 15, 1849.)

I regret to state that rioting, attended with some consequences much to be regretted, though happily with no injury to life, or, except in one instance, to person, has taken place in the city of Montreal during the last few days. I hasten to furnish your Lordship with an account of what has actually occurred, lest you should be misled by exaggerated reports conveyed through the United States.

2. In consequence of the unexpected arrival of vessels with merchandize at the Port of Quebec, it became necessary for me to proceed, on a short notice, to Parliament, on Wednesday last, in order to give the Royal Assent to a Customs Bill which had that day passed the Legislative Council; and I considered that, as this necessity had arisen, it would not be expedient to keep the public mind in suspense by omitting to dispose, at the same time, of the other Acts in which the two branches of the local Parliament had at an earlier period of the session concurred, and which still awaited my decision. Among these was the Act to provide for the indemnification of parties in Lower Canada whose property was destroyed during the Rebellion in 1837 and 1838, with respect to which, as your Lordship is aware, much excitement has unhappily been stirred.

3. I herewith enclose, for your Lordship's perusal, a printed copy of the Act in question, and I shall not fail by the first mail to furnish you with full information respecting its character and objects, the circumstances which led to its introduction, and the grounds on which I resolved, after much reflection, to sanction it. No money can be paid under it as indemnity for a considerable period, so that Her Majesty's power of disallowance can be exercised with effect, should Her Majesty be so advised, notwithstanding the course which I have taken. As I am writing this Despatch in haste, with a view to its transmission by way of New York, I shall confine myself for the present to a statement of the proceedings by which the peace of the city has been disturbed.

No. 1, page 7.

4. In order, however, to render this narrative intelligible, I must premise that for some time past the House of Assembly, as at present constituted, has been the object of bitter denunciation, and not unfrequently of reckless menace, on the part of a certain portion of the press of the province, and more especially of that of Montreal. Your Lordship will probably recollect that the body in question is the product of a general election which took place about 18 months ago, under the auspices of the political party now in opposition, and after a dissolution, to which I had recourse on their advice, for the purpose of strengthening them in their position as a Government. The result of this measure was in the last degree unfavourable to those who had recommended it; not, however, so much so in Lower Canada, where the complexion of the representation was little affected by the dissolution, as in the Upper Province, where several constituencies, among which were some of the most popu-

lous, rejected conservative in favour of liberal candidates. On a question of confidence raised at the commencement of the session, immediately after the general election, the Administration was defeated by a majority of more than two to one, and a change of Government, as a matter of course, ensued.

5. This alteration in the political complexion of the Assembly, and the change of Government consequent upon it, were therefore clearly and distinctly traceable to a revulsion of sentiment in the British constituencies of Upper Canada. In Lower Canada nothing had occurred to account for either. This circumstance has, however, failed to secure for the decisions of the popular representative body either forbearance or respect from a certain section of those who profess to be emphatically the supporters of British interests. To denounce the Parliament as French in its composition, and the Government as subject to French influences, has been their constant object, and the wildest doctrines have been broached with respect to the right which belongs to a British minority of redressing by violence any indignity to which it may be subjected from such a source. I have now before me an article that appeared in one of the principal English newspapers of Montreal at a very early period of the session, of which I transcribe the concluding paragraph, as illustrative of the temper and language in which, even at that time, and before the public mind had been excited by the discussion of the Rebellion Losses Bill, a portion of the press ventured to criticise the proceedings of the local Parliament. The article treats of a measure affecting the townships, to which, I believe, no great objection was raised in Parliament. It terminates, however, in the words—

"We are very glad of it—the sooner the cloven foot is made visible the better: "the obvious intention of that majority, composed of Frenchmen, aided by "traitorous British Canadians, is to force French institutions still further upon "the British minority in Lower Canada. The intention is obvious, as we said, "and we are glad that it is openly shown. We trust that the party of the "Government will succeed in every one of their obnoxious measures. When "French tyranny becomes insupportable we shall find our Cromwell. Shef- "field, in the olden times, used to be famous for its keen and well-tempered "whettles; well, they make bayonets there now, just as sharp and just as well- "tempered. When we can stand tyranny no longer, it will be seen whether "good bayonets in Saxon hands will not be more than a match for a mace "and a majority."

6. To persons accustomed to the working of constitutional government in well-ordered communities, it may seem incredible that such language should be employed by the organs of any respectable party in reference to a body comprising the freely-chosen representatives of a constituency, formed on a most popular basis; but the cause of the anomaly is apparent enough to all who are acquainted with the history of Canada. For a series of years the popular representative body and the Executive, supported by the Legislative Council, were, in the Lower Province especially, in a condition of almost constant antagonism. To revile the one was the surest test of patriotism; to denounce the other, of loyalty. In a society singularly democratic in its structure, where diversities of race supplied special elements of confusion, and where consequently it was most important that constituted authority should be respected, the moral influence of law and Government was enfeebled by the existence of perpetual strife between the powers that ought to have afforded to each other a mutual support. No state of affairs could be imagined less favourable to the extinction of national animosities, and to the firm establishment of the gentle and benignant control of those liberal institutions which it is England's pride and privilege to bestow upon her children.

7. I am not without hope that a steady adherence to the principles of constitutional Government, and the continuance of harmony between the co-ordinate branches of the Legislature, may lead in process of time to the correction of these evils; meanwhile, however, I must ascribe mainly to the cause which I have assigned the tone of arrogant defiance with which the resolutions, not of the Government only, but also of the Parliament, are treated by parties who happen for the moment to be unable to make their views prevail with either, and the acts of violence to which this inflammatory language has in the present instance led.

8. That many persons conscientiously disapprove of the measure respecting rebellion losses in Lower Canada which has been introduced by the Govern-

ment, and which the local Parliament has passed by large majorities, and that in the minds of others it stirs national antipathies and recollections of former conflicts, which designing politicians seek to improve to their own selfish ends, cannot I fear be doubted. It is therefore emphatically a measure which should have been approached with calmness and caution, by all at least who are not directly interested in the issue. Unfortunately, however, this has been by no means the case. Not only have appeals to passion of the most reckless description proceeded from the local press, but they have received encouragement from quarters from which they had little right to look for it. Passages such as the following, in which a London journal of influence treats of the British population as affected by the measure in question:—"They are tolerably able "to take care of themselves, and we very much misconstrue the tone adopted "by the English press and English public in the province if they do not find "some means of resisting the heavy blow and great discouragement which is "aimed at them," are read with avidity, and construed to mean that sympathy will be extended from influential quarters at home to those who seek to annul the obnoxious decision of the local Legislature, whatever be the means to which they resort for the attainment of that end.

9. The scenes by which the city of Montreal has been lately disgraced, are the natural fruits of an agitation of this character, operating on a people of excitable temper, who have been taught to believe that a race which they despise, and over which they have been wont to exercise dominion, has obtained through the operation of a constitutional system an authority which it could not otherwise have acquired. Hence, more especially, their vehement indignation against me personally, and the conviction, in many cases I doubt not perfectly sincere, that I have been guilty of a serious dereliction of duty because I have not, as my predecessors have often done before me, consented to place myself in the front of an agitation to counteract the policy of Parliament. The nature of the constitutional doctrines which practically obtain in this section of the community, is curiously exemplified by the fact, that it is not the passage of the Bill by an overwhelming majority of the representatives of the people, or the acquiescence of the Council, but the consent of the Governor which furnishes the pretext for an exhibition of popular violence.

10. When I left the House of Parliament after giving the Royal Assent to several Bills, to which I have referred, I was received with mingled cheers and hootings by a crowd by no means numerous which surrounded the entrance to the building. A small knot of individuals consisting, it has since been ascertained, of persons of a respectable class in society pelted the carriage with missiles which they must have brought with them for the purpose. Within an hour after this occurrence a notice, of which I enclose a copy, issued from one of the newspaper offices, calling a meeting in the open air. At the meeting inflammatory speeches were made. On a sudden, whether under the effect of momentary excitement, or in pursuance of a plan arranged beforehand, the mob proceeded to the House of Parliament where the members were still sitting, and breaking the windows set fire to the building and burned it to the ground. By this wanton act public property of considerable value, including two excellent libraries, has been utterly destroyed. Having achieved their object the crowd dispersed, apparently satisfied with what they had done. The members were permitted to retire unmolested, and no resistance was offered to the military who appeared on the ground after a brief interval, to restore order, and aid in extinguishing the flames. During the two following days a good deal of excitement prevailed in the streets, and some further acts of incendiarism were perpetrated. Since then the military force has been increased, and the leaders of the disaffected party have shown a disposition to restrain their followers, and to direct their energies towards the more constitutional object of petitioning the Queen for my recall, and the disallowance of the obnoxious Bill. The proceedings of the House of Assembly will also tend to awe the turbulent. I trust, therefore, that the peace of the city will not be again disturbed. The newspapers which I enclose contain full, and I believe pretty accurate, accounts of all that has occurred since Wednesday last.

No. 2, page 9.

No. 5, page 22.

11. The ministry are blamed for not having made adequate provision against these disasters; that they by no means expected that the hostility to the Rebellion Losses Bill would have displayed itself in the outrages which have been perpetrated during the last few days is certain. Perhaps sufficient attention was not paid by them to the menaces of the opposition press. It must be

CANADA.

admitted, however, that their position was one of considerable difficulty. The civil force of Montreal—a city containing about 50,000 inhabitants of different races, with secret societies and other agencies of mischief in constant activity—consists of two policemen under the authority of the Government, and 70 appointed by the Corporation. To oppose, therefore, effectual resistance to any considerable mob, recourse must be had in all cases either to the military or to a force of civilians enrolled for the occasion. Grave objections, however, presented themselves in the present instance to the adoption of either of these courses until the disposition to tumult on the part of the populace unhappily manifested itself in overt acts. More especially was it of importance to avoid any measure which might have had a tendency to produce a collision between parties on a question on which their feelings were so strongly excited. The result of the course pursued is, that there has been no bloodshed, and, except in the case of some of the ministers themselves, no destruction of private property.

12. The proceedings in the Assembly have been important. I enclose the copy of an address which has been voted to me by a majority of 36 to 16, expressive of abhorrence at the outrages which have taken place in the city of Montreal, of loyalty to the Queen, and approval of my just and impartial administration of the Government with my late as well as my present advisers. Some of the opposition approve of the course which I have taken with respect to the Rebellion Losses Bill, as appears from the speeches of Messrs. Wilson and Galt, of which reports are given in the newspapers which I enclose. Mr. Wilson is an influential member of the Upper Canada conservative party, and Mr. Galt's views are the more important, because he has been returned to Parliament only a few days ago by a Lower Canadian constituency which comprises a large British population. Generally, however, as the amendments they have moved to the address shew, they desire to avoid committing themselves on this point. The votes against the Address may be thus classed: Sir A. M'Nab and his party; my late ministers and their party; and Mr. Papineau. The first acts with perfect consistency in voting as he has done on this question; for he has always contended that government conducted on British principle is unsuited to Canada. The course of the second class is less intelligible; for, until the day on which they resigned their offices into my hands, they uniformly expressed approval of the principles on which my conduct as Governor-General was guided; and these, as your Lordship well knows, have undergone no change with the change of administration. Mr. Papineau's vote conveys a useful lesson which will not, I trust, be lost on persons who had been induced to believe that the persecution of which I am now the object is really attributable to my having shown undue lenity to those who were led by him into rebellion.

No. 3, page 9.

No. 4, pages 11-22.

13. I have now furnished your Lordship with as clear a statement of these important occurrences as I can give, and I can conclude by assuring you that the city is perfectly tranquil, and that there is no present likelihood of a renewal of disturbances. A few days will show what echo the proceedings of the violent party awaken in Upper Canada, and to what extent they are followed by reaction. Meanwhile it is my firm conviction that if this dictation be submitted to, the government of this province by constitutional means will be impossible, and that the struggle between overbearing minorities, backed by force, and majorities resting on legality and established forms, which has so long proved the bane of Canada, driving capital from the province, and producing a state of chronic discontent, will be perpetuated. At the same time, I think that if I am unable to recover that position of dignified neutrality between contending parties which it has been my unremitting study to maintain, and from which I would appear to have been for the moment driven—not, as I firmly believe, through any fault of my own, but by the unreasoning violence of faction—it may be a question with your Lordship whether it would not be for the interests of Her Majesty's service that I should be removed from my high office to make way for one who should not indeed hold views at variance with mine with respect to the duties of a constitutional Governor, but who should have the advantage of being personally unobnoxious to any section of Her Majesty's subjects within the province.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1.

An Act to provide for the Indemnification of Parties in Lower Canada whose Property was destroyed during the Rebellion in the years 1837 and 1838.

Received and Read a First Time, Tuesday, February 27, 1849.

Second Reading, Friday, March 2, 1849.

Preamble. Recital. Address of Feb. 28, 1845.

Whereas on the 28th day of February, 1845, an humble address was unanimously adopted by the Legislative Assembly of this province, and by them presented to the Right Honourable Charles Theophilus Baron Metcalfe, the then Governor-General of the same, praying "that his Excellency would be pleased to cause proper measures to be adopted in order to insure to the inhabitants of that part of this province, formerly Lower Canada, indemnity for just losses by them sustained during the Rebellion of 1837 and 1838;" and whereas on the 24th day of November, 1845, a Commission of five persons was, by his Excellency the said Governor-General, duly appointed to inquire into such losses arising from and growing out of the said rebellion; and whereas, it appears by the Report of the said Commissioners, dated the 18th day of April, 1846, that "the want of power to proceed to a strict and regular investigation of the losses in question left the Commissioners no other resource than to trust to the allegations of the claimants as to the amounts and nature of their losses;" and whereas, in order to redeem the pledge given to the sufferers of such losses, or their *bonâ fide* creditors, assigns, or *ayant-droit*, as well by the said Address of the said Legislative Assembly, and the appointment of the said Commission, as by the letter addressed by the Honourable the Secretary of the Province, by order of the Right Honourable Charles Murray, Earl Cathcart, the then Administrator of the Government of the same, to the said Commissioners, on the 27th day of February, 1846, it is necessary and just that the particulars of such losses, not yet paid and satisfied, should form the subject of more minute inquiry under legislative authority, and that the same, so far only as they may have arisen from the total or partial, unjust, unnecessary or wanton destruction of the dwellings, buildings, property, and effects of the said inhabitants, and from the seizure, taking or carrying away of their property and effects, should be paid and satisfied; provided that none of the persons who have been convicted of high treason, alleged to have been committed in that part of this province formerly the Province of Lower Canada, since the 1st day of November, 1837, or who, having been charged with high treason or other offences of a treasonable nature, and having been committed to the custody of the sheriff in the gaol of Montreal, submitted themselves to the will and pleasure of Her Majesty, and were thereupon transported to Her Majesty's Islands of Bermuda, shall be entitled to any indemnity for losses sustained during or after the said rebellion, or in consequence thereof. Be it therefore enacted, &c.

Report of Commissioners, April 18, 1846.*

Secretary's letter, Feb. 27, 1846.†

Governor in Council may authorize issue of debentures for purposes of this Act.

And it is hereby enacted by the authority of the same, that, for the purposes of this Act, it shall be lawful for the Governor in Council to authorize the issue of debentures, payable out of the Consolidated Revenue Fund of this province, at or within 20 years after the date thereof, respectively, and bearing interest at the rate of 6 per cent., payable out of the said fund on such day in each year as shall be therein specified, provided the total amount of the said debentures shall not exceed the sum hereinafter mentioned.

Debentures may be issued in such form as the Governor in Council may deem expedient.

II. And be it enacted, that the said debentures may be issued in such form and for such separate sums respectively as the Governor in Council shall deem expedient, and may be issued either to such parties as shall be willing to advance money for the same, or to parties to whom money shall be awarded for compensation of losses under this Act, or who shall demand them in exchange for debentures of like amount issued under the Act hereinafter mentioned.

Holders of debentures under 9 Vic., c. 65, may have them exchanged for debentures under this Act, for a like amount.

III. And be it enacted, that the holder of any debenture issued under the authority of the Act passed in the ninth year of Her Majesty's reign, and intituled, "An Act to provide for the payment of certain Rebellion Losses in Lower Canada, and to appropriate the proceeds of the Marriage License Fund," may, on any day on which the interest on such debenture is payable, have the same exchanged for a debenture for a like amount to be issued under this Act, and the interest then payable on such debenture shall at the same time be paid out of the said Consolidated Revenue Fund, and the proceeds of so much of that portion of the Marriage License Fund arising in Lower Canada as shall not be required to pay off the principal and interest of any unexchanged debenture, shall form part of the said Consolidated Revenue Fund.

Governor may at any time require all the debentures issued under this Act, to be presented for payment in full.

IV. Provided always, and be it enacted, that the Governor in Council may, at any time, by notice in the "Canada Gazette," require that all the debentures issued under this Act be presented at a time certain, and not less than six months from the date of such notice, for payment of the principal and interest thereof in full; and such payment shall be made accordingly out of the said Consolidated Revenue Fund, and after the time so appointed no interest shall accrue on the debentures which shall not be so presented.

Debentures under this Act to be distinguished from those issued under other Acts, &c.

V. And be it enacted, that the debentures issued under this Act shall be distinguished from those issued under other Acts, and that separate accounts shall be kept thereof, and of all money expended under this Act; and that such accounts shall be laid annually before the Provincial Parliament; and that the due application of all money expended under this Act shall be accounted for to Her Majesty, through the Lords Commissioners of Her Majesty's Treasury, in such manner and form as Her Majesty shall please to direct.

* For Report of Commissioners, 18th April, 1846, *vide* Papers relative to Rebellion Losses in Canada, ordered by the House of Commons to be printed 2nd May, 1849, No. 253, page 43.

† For Secretary's Letter, 27th February, 1846, *vide* ditto, page 42.

CANADA.

Governor may appoint Commissioners under this Act.

VI. And be it enacted, that it shall be lawful for the Governor to appoint five persons to be Commissioners under this Act, and from time to time to remove them or any of them, and to appoint another or others in the place of any so removed, or dying, or resigning office.

Oath to be taken by Commissioners. The oath.

VII. And be it enacted, that each of the said Commissioners shall, before entering upon the duties of his office, take and subscribe, before any justice of the peace, the following oath :—

"I, , swear that I will faithfully and without partiality, fear, favour, or affection, perform my duty as Commissioner under the Act, intituled 'An Act,' &c. [*insert the title of this Act*], and that I will allow to each claimant under the said Act neither more nor less than the sum which he is entitled to claim for compensation, according to the true intent and meaning of the said Act. So help me God." Which oath shall be entered on the minutes of the proceedings of the said Commissioners, and make part thereof.

A clerk may be appointed to the said Commissioners.

VIII. And be it enacted, that it shall be lawful for the Governor from time to time to appoint a clerk to the said Commissioners, and the same to remove, and in case of any such removal, or of death or of resignation of office of the said clerk, to appoint another in his place; and the Commissioners and their clerk shall receive for their services under this Act, and for their necessary expenses and disbursements, such compensation as shall be allowed by the Governor in Council, and no other fees or emoluments whatsoever ; and such compensation shall be defrayed out of the said Consolidated Revenue Fund.

Amount of debentures, &c, not to exceed 100,000*l.* currency.

IX. And be it enacted, that the amount of the debentures to be issued under this Act, and the amount of the said compensation to be allowed to the said Commissioners and clerk, shall not exceed the sum of 100,000*l.* currency, which sum shall also include the sum of 9,986*l.* 7*s.* 2*d.*, raised by debentures issued under the said Act hereinbefore mentioned.

Duty of Commissioners.

X. And be it enacted, that it shall be the duty of the said Commissioners faithfully and without partiality to enquire into and to ascertain the amount of the losses mentioned in the preamble to this Act, as those for which compensation ought to be made, and to report the same to the Governor of this province.

Powers vested in Commissioners shall extend in certain cases.

XI. And be it enacted, that the powers vested in, and duties required of, the said Commissioners, or of any three of them, under this Act, shall also extend and be construed to extend to inquire into all such losses sustained by Her Majesty's subjects and other residents within the said late province of Lower Canada, and the several claims and demands which have accrued to any such persons by such losses, in respect of any loss, destruction, or damage of property occasioned by violence on the part of persons in Her Majesty's service, or by violence on the part of persous acting or assuming to act on behalf of Her Majesty, in the suppression of the said rebellion, or for the prevention of further disturbances, and all claims arising under or in respect of the occupation of any houses or other premises by Her Majesty's naval or military forces, either imperial or provincial; subject always to the limitations and exceptions contained in the preamble to this Act.

Commissioners to hold their sittings at such times and places as Governor may direct.

XII. And be it enacted, that the Commissioners appointed under this Act, shall hold their sittings publicly at such places and times, and for such counties, parishes, or other territorial divisions respectively, as the Governor in Council shall from time to time direct and notify to them through the provincial secretary, and shall give such public notice of their said meetings as they shall in like manner be required to give ; and at such meetings any three of the said Commissioners shall be a quorum, and any report, award, or proceeding in which three of the Commissioners shall concur, shall be deemed to be made or done by the Commissioners ; provided always, that no sitting of the said Commissioners shall be held after the 1st day of September, 1850, and no claim shall be received by them after the 1st day of May, 1850.

Proviso.

Commissioners to have power to examine upon oath persons appearing before them.

XIII. And be it enacted, that the said Commissioners shall have full power and authority to examine upon oath (which oath any one of them may administer) any person who shall appear before them, either as a claimant or as a witness for or against any claim, or for the better information of the Commissioners concerning the same; and shall have full power and authority to summon before them any person or party whom they may deem it expedient to examine touching any claim, and to require him to bring with him, and produce any book, paper, instrument, document, or thing mentioned in the summons, and supposed to be necessary to the determination of any such claim; and if any person or party so summoned shall, after due notice, refuse or neglect to attend before them, or being so summoned and attending, shall refuse to answer any lawful question put to him by the Commissioners, or any one of them, or to bring and produce any book, paper, instrument, document, or thing in his possession, which he shall, by the summons, have been required to bring with him and produce, the said Commissioners may cause such person or party, if not already before them, to be apprehended and brought before hem, and may, in their discretion, commit him to the common gaol of the district, for a period not exceeding three months ; and any person making any wilfully false statement on oath before the said Commissioners or any one of them, shall be adjudged guilty of wilful and corrupt perjury ; provided always that no claim shall be allowed upon the oath of the claimant, unless he shall be corroborated in all the important particulars by indifferent and unsuspected witnesses or other testimony.

Wilful false statements to be perjury.

Commissioners to report proceeding to Governor, on or before September, 1850.

XIV. And be it enacted, that the said Commissioners shall, on or before the 1st day of September, 1850, report their proceedings to the Governor, stating more especially the sum they shall have allowed, for such losses as aforesaid to each claimant respectively ; and if the total amount of the sums so allowed, and the said sum of 9,986*l.* 7*s.* 2*d.*, and the expenses incurred under this Act, shall exceed the sum of 100,000*l.*, then the expenses incurred under this Act shall be first provided for, and secondly the said sum of 9,986*l.* 7*s.* 2*d.*, and the remaining sum shall be distributed among the claimants in proportion to the sums allowed to them respectively, by the Commissioners, or any three of them.

Enclosure 2.

Enclosure 2.

EXTRACT from the "Montreal Gazette," dated April 25, 1849.

The Disgrace of Great Britain accomplished! Canada Sold and Given Away! The Rebellion Losses Bill Passed. The Governor pelted with Rotten Eggs!

This afternoon it was generally rumoured in town the Governor-General would proceed to the House, and give his sanction to certain Bills; but it never was supposed the Rebellion Losses' Bill would be one of them.

Ashamed of the part he was about to act, and expecting to steal a march upon the public feeling, Lord Elgin sneaked down to the House an hour after the time appointed, and after it was believed he had given up his intention he made his appearance in the Chamber of the Legislative Council.

After assenting to several Bills of little importance, the Clerk read, with as little desire to attract attention as possible,

The Rebellion Losses Bill!

And to the eternal and damnable disgrace of Great Britain,

Rebellion is the Law of the Land!

The announcement was received with groans and stamping of feet. There were several other Bills to be assented to afterwards; but the galleries, in disgust, rushed from the Council Chamber, "muttering curses both loud and deep,"—curses which will bear effect some other day.

The few persons who had collected outside, on learning what had passed, burst into yells, hootings and groans, for "the last Governor of Canada."

When Lord Elgin—he no longer deserves the name of Excellency—made his appearance on the street to retire from the Council Chamber, he was received by the crowd with hisses, hootings, and groans. He was pelted with rotten eggs; he and his aide-de-camps were splashed with the savory liquor; and the whole carriage covered with the nasty contents of the eggs and with mud. When the eggs were exhausted stones were made use of to salute the departing carriage, and he was driven off at a rapid gallop amidst the hootings and curses of his countrymen.

The End has begun.

Anglo-Saxons! you must live for the future. Your blood and race will now be supreme, if true to yourselves. You will be English "at the expense of not being British." To whom and what is your allegiance now? Answer each man for himself.

The puppet in the pageant must be recalled, or driven away by the universal contempt of the people.

In the language of William the Fourth, "Canada is lost, and given away."

A Mass Meeting will be held on the Place d'Armes this evening at 8 o'clock. Anglo-Saxons to the struggle, now is your time.

Enclosure 3.

Enclosure 3.

VOTES and PROCEEDINGS of the LEGISLATIVE ASSEMBLY.

Bonsecours Hall, Friday, April 27, 1849.

The Orders of the Day were postponed until to-morrow.

The House then adjourned until 10 o'clock, A.M., to-morrow.

Saturday, April 28, 1849.

Hon. Mr. Boulton moved the following address to his Excellency:—

MAY IT PLEASE YOUR EXCELLENCY,

WE, Her Majesty's dutiful and loyal subjects, the Commons of Canada in Parliament assembled, have witnessed, with feelings of deep sorrow and indignation, the proceedings of a mob of riotous and disorderly inhabitants of this city, who, in a time of profound peace and tranquillity, have committed several wanton and disgraceful outrages, as well upon persons as property, the most prominent of which is the destruction of the building occupied by the two Houses of Parliament. At such a moment of excitement, we feel it to be due to ourselves and our constituents to assure your Excellency of the devoted loyalty and attachment of the people of Canada to the person and government of our beloved Sovereign, and of their earnest desire to preserve the connection with the parent state.

We further beg leave to express to your Excellency our deep sense of the justice and impartiality which has uniformly characterized the constitutional Government of your Excellency, while assisted by the counsels of your former as well as your present advisers, without reference to the policy of either.

While we sincerely hope that the tranquillity of the city is now substantially restored, we feel it our duty to assure your Excellency of our cordial support of any measure which your Excellency may find it necessary to take for the preservation of the public peace, and we pledge ourselves to make good any expense that your Excellency may have found it necessary, or may yet find it necessary, to incur for the accomplishment of that object.

Mr. Wilson moved, in amendment, That an humble Address be presented to his Excellency,

to express that,—We, the Commons of Canada in Parliament assembled, beg to assure his Excellency of our undiminished devotion and attachment to our Most Gracious Sovereign and the Crown of Great Britain, and of the respect due to Her Majesty's Representative in this portion of Her Majesty's dominions.

That this city has been the scene of violence and outrage of a most deplorable and frightful character; the public records of the province and the parliament buildings have been burned by lawless men, private property destroyed, and serious injuries inflicted on several peaceable and loyal citizens.

That this House desires to express unanimously its abhorrence and indignation at such outrageous and lawless acts, destruction to the peace of society, order, and good government.

That this House is prepared by every constitutional means to aid the Government in the suppression of violence, the restoration of order, and to assert the supremacy of the law.

Yeas :— Messrs. Badgley, Boulton of Toronto, Cayley, Christie, Galt, Gugy, Sir Allan N. MacNab, Malloch, McConnell, Papineau, Robinson, Seymour, Sherwood of Brockville, Sherwood of Toronto, Smith of Frontenac, Stevenson, and Wilson.—17.

Nays :—Messrs. Armstrong, Attorney-General Baldwin, Beaubien, Bell, Bolton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chauveau, Davignon, De Witt, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Holmes, La Terrière, Laurin, Lemieux, Marquis, McFarland, Merritt, Methot, Morrison, Nelson, Notman, Polette, Price, Sauvageau, Smith of Durham, Smith of Wentworth, Taché, Thompson, Viger, Watts, and Wetenhall.—42.

Hon. Mr. Sherwood moved, That the further consideration of the main motion be postponed until Monday next.

Yeas :—Messrs. Badgley, Boulton of Toronto, Christie, Galt, Gugy, Sir Allan N. MacNab, Malloch, McConnell, Robinson, Seymour, Sherwood of Brockville, Sherwood of Toronto, Smith of Frontenac, and Stevenson.—14.

Nays :—Messrs. Attorney-General Baldwin, Beaubien, Bell, Solicitor-General Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Chabot, Chauveau, Davignon, De Witt, Solicitor-General Drummond, Duchesnay, Dumas, Fergusson, Fortier, Fornier, Fourquin, Guillet, Hincks, La Terrière, Laurin, Lemieux, Marquis, McFarland, Merritt, Méthot, Morrison, Nelson, Notman, Polette, Price, Smith of Wentworth, Taché, Thompson, Viger, and Wetenhall.—38.

Mr. Galt moved, in amendment to the main motion, That this House have viewed with the most profound regret the disturbance of the public peace in the city of Montreal during the last three days, and which has resulted in the destruction of the Parliament building, with the archives and library, the destruction of much private property, and injury to the persons of Her Majesty's subjects.

That this House considers it their first duty to tender to the Government their assurance that nothing shall be wanting on their part to restore public tranquillity, and that they are ready to make provision for any measures judged necessary to protect the lives and property of Her Majesty's subjects.

That whilst this House are of opinion that the restoration of peace is the first object to be achieved, they consider that they should be wanting in their duty to the country if they did not express their opinion, that to the advice of the present Executive Government, in recommending his Excellency to assent to the Rebellion Losses Bill, and to the manner in which that assent was given, is to be attributed the disturbances which have resulted so disastrously for the honour and prosperity of this province; and that this House, fully recognising the constitutional principle that the Administration are to be held responsible for all acts of the Government, desire to express to his Excellency their sincere regret that his advisers should have taken that course which has caused insults to be offered to the representative of Her Most Gracious Majesty in this province, as well as to this House, which are calculated to diminish the respect of the people for the constitution under which they live.

Yeas :—Messrs. Badgley, Boulton of Toronto, Christie, Galt, Gugy, Sir Allan N. MacNab, Malloch, McConnell, Robinson, Seymour, Sherwood of Brockville, Sherwood of Toronto, Smith of Frontenac, and Stevenson.—14.

Nays :—Messrs. Attorney-General Baldwin, Beaubien, Bell, Solicitor-General Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-General Drummond, Duchesnay, Dumas, Fergusson, Fournier, Fourquin, Hincks, Holmes, La Terrière, Lemieux, Marquis, McFarland, Merritt, Nelson, Notman, Papineau, Polette, Price, Smith of Wentworth, Taché, Thompson, Viger, Watts, and Wetenhall.—37.

The question being then put upon the main motion, the House divided thereon, and it was carried in the affirmative.

Yeas :—Messrs. Attorney-General Baldwin, Beaubien, Bell, Solicitor-General Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-General Drummond, Duchesnay, Dumas, Fergusson, Fournier, Fourquin, Hincks, Holmes, La Terrière, Lemieux, Marquis, McFarland, Merritt, Nelson, Notman, Polette, Price, Smith of Wentworth, Taché, Thompson, Viger, Watts, and Wetenhall.—36.

Nays :—Messrs. Badgley, Boulton of Toronto, Cayley, Christie, Galt, Gugy, Sir Allan N. MacNab, Malloch, McConnell, Papineau, Robinson, Seymour, Sherwood of Toronto, Smith of Frontenac, and Stevenson.—16.

A Committee was then appointed to prepare the Address.

Hon. Mr. Boulton, from the Committee to prepare an Address in accordance with the

foregoing resolution, reported the draft of an Address, which was agreed to, and ordered to be engrossed.

Ordered—That such members of this House as are of the Honourable the Executive Council of this province do wait upon his Excellency, to know when he will be pleased to receive this House with its Address.

Sir A. N. MacNab introduced a Bill to incorporate the Hamilton Mercantile Library Association; second reading next Thursday.

Hon. Mr. Boulton introduced a Bill to exempt naval and military officers, and others on duty on Her Majesty's service, from the payment of toll upon any turnpike road in this province; second reading Monday next.

The Orders of the Day were postponed till Monday next.

The House then adjourned till 10 A.M., on Monday next.

Enclosure 4.

Enclosure 4.

EXTRACT from the "Pilot and Journal of Commerce," dated Montreal, April 30, 1849.

House of Assembly, Friday, April 27.

AT the sitting of the House in the Bonsecours Market, *Mr. Baldwin* rose and moved that the House do adjourn till to-morrow (this day) at 10 o'clock.

On the motion being put from the chair, *Mr. Papineau* rose and said he desired to know if the Administration did not conceive it necessary to ask the House for some counsel or some additional power, so that the authority of the law might be made known and properly supported. He thought something of this sort was required, for not only had the House of Parliament been burned, but only last night other occurrences of a similar nature had taken place. Something should certainly be attempted to prevent these outrages on the law and violences on the citizens. If Ministers asked nothing the House had nothing to offer; but if they wanted additional powers to make the law respected let them demand them. If not it would only make the responsibility which now weighed upon them still more grave.

Dr. Laterriere made a few remarks which we did not catch, owing to the echo in the roof, and the fact that the honourable member's back was turned towards us. We understood him to urge the propriety of adopting energetic measures to repress the popular *emeute,* and of removing the seat of Government from Montreal to Quebec.

Colonel Gugy said there were occasions when it was difficult to say anything from fear of being misrepresented, and almost more dangerous to say nothing lest your silence should be misrepresented. In spite, therefore, of any ruffianism which might occur, as it had occurred, he would make a few observations. All the disturbances, then, which had taken place during the last 48 hours had arisen from the carrying out of the principle of yielding to the masses—a principle, which he, as a Conservative, complained of, as being too frequently inculcated, by honourable gentlemen opposite. The fact was that in this country the last thing you inquire into in appointing men to office was their fitness. Facility of temper, suppleness of the dorsal column, had a tendency to adhere to the maxims of McSycophant—these were the recommendations sought. McSycophant's directions was to boo to a great man; and when you booed it was necessary to boo so much the more low, in proportion as the great man had once been a little man. Men were elected to office in the same manner, because they were good, kind, amiable people, though they might be either incompetent or incapable. For his own part he never knew a man universally beloved, who was good for anything, either bodily or mentally. Sometimes, too, elections were carried because a man had collected a great mass of money, or because he had got many sons-in-law, or brothers-in-law. Now, to what cause was to be imputed the burnings of the two last nights? Just to the incompetence and incapacity of the mayor—a mayor chosen out of three persons, all equally incompetent. He saw a smile of dissent on the face of the honorable member for St. Maurice; but he asked seriously, what else was required on a recent occasion than energy, activity, some knowledge of human nature, and a little foresight? Was it not to be anticipated that rightly or wrongly there would be some outbreak? And was it not the duty of the chief officer of the city to take occasion to restrain any undue expression of public feeling? But what was the result, the chief public functionary, charged with the good government of the city, took it into his head to fall asleep.

Mr. Baldwin here rose and put it to the honorable member, whether, in the present state of the city, it was desirable to enter upon these subjects; no doubt an opportunity would occur, when they would properly come before the House.

Mr. Gugy declared that he entertained the highest personal respect for the honorable member opposite. In deference to his wishes, therefore, he would forbear further remarks; but would of course resume the right to make what observations he thought necessary on a future occasion.

The House then adjourned.

Saturday's Debate.

A quorum of members being present at ten o'clock, the Speaker took the chair.

Mr. Baldwin stated, that as the Committee appointed to look after the Bills pending before the House had not yet been able to do anything, he would move the postponement of the orders of the day.

CANADA

Mr. Boulton (Norfolk) hoped the honorable member would consent to withdraw his motion for the present, to enable him to move certain resolutions with reference to the unfortunate circumstances which had occurred during the last few days. He thought it was the duty of every man who had any regard for the institutions of his country not to remain silent, but to express his opinions freely and openly. He (Mr. Boulton) felt sure that there was not a man who heard him speak that did not deeply deplore one, at all events, of the circumstances to which he alluded, viz., the destruction of the Parliament buildings, and those splendid libraries that never could be replaced. But he, for one, did not look upon the destruction of the libraries and the Parliament House with the same degree of deep regret that he did the destruction of that sacred feeling that ought to imbue the heart of every British subject—he meant the feeling of respect to the constituted authorities: it was the destruction of the ark of the covenant; it was the destruction of that prestige, that strong feeling, which, up to the period of these unfortunate occurrences, he had hoped and believed actually pervaded the heart, the soul, and mind of every member of the British nation, and the people connected with it in the remotest degree—the sanctity of the law. What did the attack on the Parliament House mean? Did it mean a mere attack upon the sticks and stones—the destruction of mute property? If it were but the destruction of mute property, the very walls might cry out against such conduct; but the greatest evil that has been done to the country was the example set to British subjects all over the world, and the lie that had been given to our proud boast, that of all the colonies planted on the face of the earth the British colonies alone know the value and importance of constitutional self-government. He looked upon the disaster which had occurred—the violation of the sanctity of British law and constitutional rights, and the appeal through the constitution to brute force, giving the lie to the proud boast which was to be found in the historical records of our whole colonial empire —as the greatest misfortune which could have befallen the country. An attempt to intimidate the Legislature, to prevent it from expressing its opinions fearlessly and openly, and carrying out those opinions in a constitutional manner, was a grievous harm to the body politic, and one that it would take years, aye, ages, to cure. It must be a matter of the deepest affliction to every man who stood upon the floor of the House as a constitutional representative of his country, to feel that the assault that had been made upon the sanctity of Parliament had destroyed to a certain extent, that prestige of public opinion which ought to rest on the head of all those who were authorized by their country to represent their wishes. It mattered not whether the conduct of Parliament be right or wrong, he cared not how wrong the proceedings of Parliament might appear to any portion of the people, but the question was—Was this the way in which British subjects should show their displeasure, even if a large portion of those people were disgusted with the proceedings of Parliament? He did not deny that people so situated had a perfect right to disapprove of the proceedings of Parliament in a proper, legal, and constitutional manner, and use every constitutional means in their power to defeat the end which Parliament might have in view; but was this a constitutional manner? Would any member justify such conduct, to mob the legislature, break it open, and sacrilegiously destroy the Parliament buildings, and endeavour to intimidate the representatives of the people from expressing fearlessly and honestly what they believed to be their duty to their country? He (Mr. Boulton) would, as long as he stood upon the floor of the House, express his opinion fearlessly and openly, through evil report and through good report, whatever might be the consequence. No intimidation had ever frightened him out of the expression of his opinion during half a century of his life; and he would not disgrace himself or his family by the few years he had yet to live by yielding to what might be called public opinion. He stood on the floor of the House as an independent member, and as such he would honestly and fearlessly express his opinion, whatever might be the consequences. The only way in which the House could relieve itself from its being apprehended that any honourable member on either side could countenace, excuse, or in the smallest degree palliate the acts they deplored, was by unanimously giving the stamp of their disapprobation to an act so disgraceful, so injurious to our constitution, and so destructive of the best rights of Englishmen. In using the word Englishmen, he applied it to all his fellow-subjects, without distinction of race or origin. It was, therefore, their duty to express freely, distinctly, and without equivocation, what their feelings and setiments were upon this very momentous and important subject—a subject of more importance than ten Rebellion Losses Bills, or any other Bill that ever had or could be brought before Parliament, as an attack had been made upon the very constitution under which they lived. For what purpose had the attack been made upon the Legislature? Was it not done for the express and undoubted object of intimidating the members and the Government, and causing an abdication of the power which the constitution of the country had selected them to carry out? It was an attempt to compel the Government to abdicate its power. Such an event as this had never occurred in Europe, even during the last 18 months. He had himself seen the Legislature of France guarded by soldiers, but he never before saw such a thing in Great Britain, or in any part of the British colonies. It was the first time he had ever seen a necessity for a British Legislature to be guarded by a regiment of Her Majesty's troops against aggressions made in the name of loyalty. It was grievous to think that under any circumstances the prestige, the moral influence of a Legislature could not be sustained—could not be respected—unless it was sustained by the physical force of the bayonet. What was it that enabled the officer to control the movements of those under his command? It was not the physical power which he possessed of directing them, but it was the moral power which authority, properly constituted, gave him; and so it was with the House. It was dastardly mean, and beneath the dignity of any man to have it supposed that, because they had been driven from their posts, and compelled to retire from the halls of their deliberation, there was any

credit due to those who had overpowered by force, those who ought to have had that moral influence over them which they had so outrageously overthrown. The people who had perpetrated this outrage would, upon mature reflection, feel that they had inflicted a stain on the constitution of the country more dangerous to their own rights than anything that had ever occurrred in British North America. The persons who were dissatisfied with this measure might have a perfect right to petition the head of the Government to withhold his assent from it, but honourable members ought to reflect upon the unconstitutionality—if he might use the expression—of endeavouring to induce the Queen's representative from giving his assent in Her Majesty's name to any Act which should have passed both Houses of Parliament. Had such a thing been done for the last two centuries in the parent state? And had we not flattered ourselves that we possessed a transcript of the British Constitution? Had we not flattered ourselves that, as far as our local affairs, at least, were concerned, we were an independent community—that we had an independent Government of our own, and that the Sovereign permitted us to control our own local affairs? But what became of those rights and privileges, if a portion of our fellow-subjects turned round upon us in this manner when they disapproved of what had been done? What was it but to proclaim to the world that we were not fit to be trusted with constitutional power, that we had not intelligence and integrity sufficient to carry out such a system? He thought, therefore, that hon. members on both sides of the House ought to express strongly and firmly their deprecation of the principle which this attempt would seem to sanctify, an attempt to control by these means the voice of the Legislature. It was stamping an indelible and lasting disgrace and discredit upon the country and the constitution, and on the entire people, to whichever side of politics they might belong. He was not now speaking politically, but constitutionally; he cared not, for the purpose of his argument, whether the acts of the Government were good or bad. The most corrupt and improper system of Government that could be carried out by a corrupt Government, supported by a corrupt Parliament, ought not to be put down by physical force, or controlled by any but a constitutional appeal to the people; but an appeal to a higher power—to the Queen—was doing an injustice to the constitution of the country. The attempt now being made—and he spoke without any bitterness, he looked at it in a constitutional point of view—was a suicidal act on the part of men whom he believed to be loyal at heart, although their speeches might have excited the people to commit acts which they now deplored. He warned honourable members and the entire people of Canada to beware how they set the example of appealing to the Sovereign to revoke the Acts of the Legislature of the province, after they had been solemnly sanctioned by a large majority of the Legislature, and assented to by the representative of the Queen. It was, he repeated, a suicidal act on the part of any man to make use of the power which he possessed to petition the Queen against any measure that might have been passed by the Parliament of the province, for this reason, that it was an appeal from the voice of the people of the country, constitutionally expressed. The only proper appeal was to the people at the hustings. He would rather that the House should be dissolved before sunset, and an appeal made to the people at the hustings, whether or not they approved of the conduct of their representatives, even though that appeal should result in his own exclusion from public life, than that an appeal should be made across the Atlantic. If the Sovereign, acting under the advice of her constitutional advisers, should think proper to veto this Bill—he was not speaking in favour of or against the Bill, he said nothing of the merits of the measure—it would influence the country for years, perhaps for ages. An appeal to the British Government, in a case like this, was an appeal against the principles of the Constitution, which both sides of the House had acted upon and recognized as the basis of our civil and religious liberty. If it was to be done on the present occasion, what was to prevent its being done on another occasion? He threw it out for the consideration of all honourable members, that in attempting to go past our own constitution, our own Legislature, they were stamping an indelible stain on the constitution of our own country, which they themselves might see cause, at some future time, to regret; for what could be done on the present occasion could be done at some future period when the opposite political party were in power, and the same condition of things would exist as existed and was complained of in former times. He had already extended his observations too far, and would not longer trespass on the time of the House. He had endeavoured to speak calmly and without excitement, and to keep his passions under the control of reason. He would now beg leave to move that the rules of the House be suspended as far as related to giving notice, so as to enable him to move an address to his Excellency expressive of sentiments, in which he believed honourable members of all parties would most cordially, heartily, and cheerfully unite. The address he intended to move was as follows:—

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, the Commons of Canada in Parliament assembled, have witnessed with feelings of deep sorrow and indignation, the proceedings of a mob of riotous and disorderly inhabitants of this city, who, in a time of profound peace and tranquillity, have committed several wanton and disgraceful outrages, as well upon persons as property, the most prominent of which is the destruction of the building occupied by the two Houses of Parliament. At such a moment of excitement, we feel it to be due to ourselves and our constituents to assure your Excellency of the devoted loyalty and attachment of the people of Canada to the person and Government of our beloved Sovereign, and of their earnest desire to preserve the connexion with the Parent State.

We further beg leave to express to your Excellency our deep sense of the justice and impartiality which has uniformly characterized the constitutional government of your Excellency,

while assisted by the counsels of your former as well as your present advisers, without reference to the policy of either.

While we sincerely hope that the tranquillity of the city is now substantially restored, we feel it our duty to assure your Excellency of our cordial support of any measure which your Excellency may find it necessary to take for the preservation of the public peace, and we pledge ourselves to make good any expense that your Excellency may have found it necessary, or may yet find it necessary, to incur for the accomplishment of that object.

Mr. Baldwin having consented to withdraw his motion, *Mr. Wilson* seconded the address.

Sir Allan MacNab rose to a point of order. The manner in which this motion was introduced was quite in accordance with the previous proceedings of the majority; but, fortunately for the minority, there were rules of the House to prevent their being taken by surprise in this manner; and, fortunately, they had a Speaker who would see those rules respected. He had no objection to meet this question fairly and fully, but he did not choose to be taken by surprise in this manner. The honourable member might give this as a notice; but if it was objected to, it could not be put without notice. He was not prepared to meet this question to-day; he had not expected it; he had expected to hear from the head of the Government, whom he had not seen in his place since the night of the conflagration, something concerning the state of the city, and the means which had been taken to provide for the restoration of tranquillity; but he did not expect they would employ the honourable member for Norfolk indirectly to forestall the judgment of the House before discussion had taken place. He (Sir Allan) was not prepared to say that the city was in a state of tranquillity, when only last night two men were shot and wounded in the streets. He was prepared to go all lengths to aid the Government in restoring peace, but he could not vote for a motion like this, and he objected to it as being out of order.

The Speaker said that it was true that there was a rule requiring a day's notice, but that it had been the constant practice of the House to dispense with that rule when they had thought it advisable.

Mr. Gugy contrasted the conduct of the Attorney-General, in withdrawing his motion; to make way for the honourable member for Norfolk's address, with the manner in which he had interrupted him (Mr. Gugy) on the previous day. He was also prepared to go to all lengths to aid in maintaining peace and tranquillity, but he could not consent to an address brought forward in such a surreptitious manner, to entrap the House into an expression of approbation of the conduct of the Ministry. The honourable member talked of the peace of the city being restored, when they were on the eve of seeing not the town only, but the whole country deluged in blood. He (Mr. Gugy) said he would review a few of the acts of the chief magistrate and the acts of the Ministry in order to show to the country their incompetency, and that they had been themselves the means of bringing on the state of things which now existed, and had neglected to take the proper steps to allay the excitement attendant on the sanctioning of the measure. He protested against the imprisonment of the persons the Government had sent to jail, and the arming of constables, as an act which, in his opinion, was both illegal and impolitic, and as tending to rouse the British population to acts which might yet be regretted, and which might end in bloodshed. Arms had been given to parties who, in order to see how their pistol would fire, and how their swords would cut, had shed blood. And yet these were the times of peace and tranquillity the honourable member for Norfolk had spoken of. It was not by such acts that peace was to be restored. It was through the moral influence of the courts of law and justice, administered as they ought to be, with strict impartiality, that peace would be restored; but respecting the imprisonment of the men he had alluded to, and who had been so imprisoned on a charge of arson, there were more than doubts as to the legality of the proceeding. When that charge had been prepared, it was placed in the hands of the police magistrate, and in carrying out the proceedings he had refused to take the assistance of other magistrates; and he (Colonel Gugy) believed the police magistrate acted under the advice of the honourable Attorneys-General east and west; and the result had been that they had been taken to the common gaol in a most unjustifiable manner. From these persons, who were unknown to him, he had received a letter, which they requested him to read to the House, or make use of in other way that he thought proper, and he would take the liberty of reading it, The honourable member then read a letter signed by Messrs. Mack, Ferres, Montgomerie, and Heward, in which was detailed the proceedings attendant on their arrest and committal to gaol, and which proceedings they held to be illegal, from the manner in which the examination had been conducted, and from the refusal of Colonel Ermatinger to let them have a copy of the depositions taken on the occasion, those depositions being taken without the prisoners being present. The honourable gentleman said that the facts detailed in that letter being true, he condemned the proceedings. He (Colonel Gugy) and other magistrates were present at the Court-house during the morning these persons were brought up on the charge of arson, in order to give their assistance to the police magistrate, but such assistance was refused. In order to have done away with the feeling that unfairness was to be practised, he thought the police magistrate ought to have taken the assistance of some of his brother magistrates, if not belonging to his (Colonel Gugy's) side of politics, at all events to those of honourable gentlemen on the other side of the House; but this was not done; and when he saw his assistance refused, he left the place with feelings of disgust at the proceedings. He wished the proceedings against them brought to a point, when they could either be bailed out, or have the benefit of the Habeas Corpus Act; and if this was not done, and the men were still to be kept in prison, he would charge the Government with keeping up the excitement which now prevailed. If the rules of the House were to be suspended, he might, in the course of the day, move a resolution respecting the conduct of the

police magistrate in the matter he had spoken of. The honourable gentleman then brought up the case of Mr. Perry, who had also been arrested, and from whom Colonel Gugy had received a letter also detailing the manner in which he had been arrested, and who was in prison. The honourable member read this letter also, and then urged on the Administration, if they wished to allay the excitement in the public mind, that some steps should be taken to get these men either liberated on bail or otherwise; or, if they were guilty, to have them fully committed.

Mr. Wilson said that every honourable member in the House knew that he had from the first deprecated the unfortunate occurrence of a former evening, and he had spoken his sentiments on the occasion advisedly; he had held no communication with any person whatever; he had retired from the excitement that prevailed, and had looked at this as a great constitutional question apart from the excitement of the moment. He had declared at once that he would array himself on the side of peace and order, and the honourable members on his side of the House had all declared the same thing. He had acted on this principle up to the present moment; he had spoken to hardly an individual in the House or in the city; he had secluded himself and looked calmly on at what was passing, and he spoke and acted not as being in the presence of the population of Montreal, but as in the presence of all time to come. He was opposed to responsible government in the first instance, because he did not suppose that we were yet fit for responsible government; he was sincere in that belief, and he opposed responsible government as warmly as he could oppose anything which could come before the House. But when that system of government was conceded, he must as sincerely and determinately set about carrying it out. He had not thought that a mere transcript of the British Constitution could be applied to this province in its present state, yet when that principle was conceded he was prepared to carry it out and wished now to carry it out, and he would endeavour to apply its principles to this question. According to responsible government, if the elections were fairly conducted, and he believed there was no charge that they were unfairly carried at the last election, because the gentlemen who were now the opposition had the power in their own hands at the time the elections took place. The elections were carried fairly enough, and the opinion of the country was fairly taken on all the questions submitted. He (Mr. Wilson) was surprised at the result of the elections, but nevertheless, the power had been constitutionally placed in the hands of the gentlemen opposite. If responsible government was to be carried out in its spirit, the Governor-General was, in all good faith, pledged to be advised by the gentlemen opposite, so long as they had the power and were supported as they were by the country. They had, in virtue of that support, the right to carry on the Government, and to advise his Excellency to give his assent to any measure they thought expedient, and his Excellency was bound to follow their advice, constitutionally given, and to exercise his right in a constitutional way in accordance with that advice, and the House and the country were bound to submit to it until their principles and conduct should meet with the disapprobation of the majority of the people. Such was his idea of responsible government. Now, he would apply this principle to the present case. Here was a measure, which, whether expedient or inexpedient, was introduced into the House and carried by the House after it had been fully and fairly debated; it was then carried to the other House, and passed that House also. Now he (Mr. Wilson) held that his Excellency was bound to give his assent to a measure which had thus passed both Houses without any reference to the Government at home, if he thought proper to do so. When he assented to it, that moment it became law, and that moment it became the duty of every man quietly to submit to it, so long as it existed as a law. To oppose it after it became law by force, as a principle, was rebellion; to oppose it by a resort to violence, as a popular demonstration, was madness. But let honourable gentlemen look at it in another point of view. Suppose there should be a change, and the present opposition should come into power, as it was to be expected they would some time or other; was it anything more than just to give the ministry that fair play which they would expect for themselves when they occupied their places? Suppose the British party came into power—and he did not use the term in any offensive signification—and that some of their measures should be exceedingly offensive to the French population of Canada, would they have a right to say that the Governor should not give his assent if he pleased to a measure passed by large majorities in both branches of the legislature, would they consider that a right course? No! They would hold it to be a gross violation of the rights which had been conceded to us. He, for one, should consider, that any Governor acted against the principles of responsible government who refused to give his assent to a Bill passed by a constitutional majority of the legislature. On a local matter as this was, he did not entirely concur in the opposition that had been offered to the measures of the honourable gentlemen opposite. He thought it right that a decided and constitutional, but not a dilatory and violent, opposition should be offered to their measures; and if they introduced bad measures, the country would turn them out of their places in due time, and for that time the minority ought to wait. He need not repeat what he said on a former occasion, as it was fresh in the recollection of honourable members. He was willing to stand or fall now and henceforth by what he had said upon that occasion, because he thought that they were such views as would meet the approbation of thinking men when this excitement was over. It was right that he should explain to the honourable members on his side of the House the reasons which induced him to consent to second this motion; he would more readily have seconded the motion if it had come from any one but the honourable member for Norfolk. But this was no time to stand at personal considerations: this was the time to forget personal and political distinctions, and join in maintaining the honour, integrity, and civilization of the country. He had said before that the occurrences

of the other night were a stain and disgrace on the history of the province, and the longer they thought of it, the more deeply would they perceive and feel the stain. He would not say a word to excite warm feeling, because he deprecated it. He was sincere when he said that he had arrayed himself on the side of peace and order. He hoped honourable members near him were as sincere when they made the same declaration. He thought if all honourable members had acted with as much sincerity as he did, peace would have been restored before now. He, for one, deprecated the stoppage of public business; it was bad enough to have been turned out of the House in the barbarous manner they had been, but it would be a thousand times worse if it went abroad that a better class mob, sustained by the connivance at least of a yet better class, who, if there was anything in their professions, should have shown a better example, should interrupt—and that they themselves should be in such a state of ferment as not to be able to proceed with the business of the country. There were some measures of little importance which ought to be put off; but the great measures by which the ministry were to stand or fall ought to be proceeded with, so that the country could judge of the honourable gentlemen opposite by their measures, and say whether or not they should retain their places. He should not longer detain the House, but it was due to the country to explain the principles, and to announce the constitutional working of responsible government in the midst of this excitement. He hoped that members on both sides of the house were in favour of peace, and he thought there would be no objection to an address simply in favour of peace and tranquillity without discussing exciting questions which could well be postponed, and ought to be subjects for future discussion.

Mr. Badgley said, that there was no honourable member more desirous than himself of keeping peace, and more determined not to be prevented from the open and fearless expression of his opinion by any intimidation or threat. The honourable member for Sherbrooke had alluded to certain individuals who were in confinement; he (Mr. B.) must state distinctly that he thought the detention of these gentlemen in confinement was most impolitic and unjustifiable; the sitting magistrate declared that there was sufficient in the affidavits to justify him in committing the prisoners, and he ought therefore to have committed them. He believed that the great cause of the continuance of the disturbance was the detention of these men without their having been committed. The honourable member for Norfolk complained of the presence of the soldiers in the building; but who put them there? Who asked for them? Had any member been prevented from the performance of his duty so as to render necessary the presence of bayonets? It was true some members of the House had been grossly outraged by a crowd collected in front of the government house; but why were not these people driven away and prevented from assembling. The law gave sufficient power to the authorities; why was not that power employed? He (Mr. B.) cared not for mobs, or for bodies of armed men: he came there to perform his duty, and he would perform it fearlessly and boldly. The honourable member for Norfolk said that it was unconstitutional to petition the Queen.

Mr. Boulton denied that he had said it was unconstitutional: he had said that they had a right to petition, but he had asked if it was not tacitly destroying the system of responsible government.

Mr. Badgley continued.—Did the honourable member mean to deny that it was the right and privilege of every subject to address his Queen, when the occasion called for it, in a proper manner? Was he to be told that the inhabitants of a British province had not a right to appeal to the British Sovereign for protection. He believed the honourable member would not repeat such an assertion, which was an insult to the British population of the province. He (Mr. Badgley) was prepared to do anything—to risk his life if need be—in maintaining the peace of the city, and was prepared to give the Government every assistance with his heart and hand; but he would not be cajoled into the expression of an opinion like this without due time for consideration. He would resist any attempt like this to put down the minority.

Mr. Baldwin rose to explain why he did not object to this resolution, whilst he had objected to the honourable member for Sherbrooke speaking on the preceding morning. He deprecated yesterday, and he still deprecated, any discussion for the present of the recent calamitous occurrences. When the proper time arrived he should, he hoped, be able to justify the course the Government had adopted; but this address expressed, and was intended to express, no opinion concerning the conduct of the Government. It was simply a declaration of the determination of the House to support the head of the Government in the preservation of the public order. The honourable member for Sherbrooke had read certain letters, and alluded to the treatment of the parties who had been arrested. He was not aware of any attempt to deal with those parties contrary to the ordinary course of the administration of justice: there was not and could not be any such desire on the part of the Government. He was not, of course, minutely acquainted with the steps taken by the magistrates. Any delay in the examination had been caused by the excited state of the town yesterday; but the proceedings were in progress, and he doubted not that the accused were by this time either discharged or committed.

Sir Allan MacNab desired to assure the honourable member of his readiness to support Her Majesty's ministers in an assurance to his Excellency the Governor-General, that the House would unite with the Government and himself in any measure for the security of the public peace. Every member of the House, he felt sure, was prepared to vote for it. He (Sir Allan) would be proud of an opportunity of seconding such an address; but if the honourable gentleman supposed that they were to be drawn into the adoption of an address like that proposed, without any notice or time for consideration, he was asking too much. The honourable members opposite might, doubtless, have their views of the unfortunate occurrences which they all deplored so

much, but they must allow the opposition to hold different opinions, and give them time to express them. They might be prepared to charge the Government with great neglect—with being the cause of all this,—and why should they not have an opportunity of doing it? But, at the same time, if the Government desired their support to maintain peace and tranquillity in this city, and in the province, they were prepared to give it, but would oppose them upon those points on which they thought they were wrong by every constitutional means. The honourable and gallant knight then read the proposed address, and commented on it. He denied that at the time this occurrence took place, the province was in a state of "profound peace and tranquillity." The greatest excitement prevailed at the time; the province was shaken to its very centre; the province never was in such a state of excitement. Let them strike out that clause if they wished the address to be unanimous. In their attachment to the British Crown they must all agree. He (Sir Allan) treated with the most profound contempt the idea that had been industriously circulated throughout this country of annexation to the United States. He was prepared to lay down his life on the scaffold or on the field to maintain the connexion with Great Britain. (Mr. Notman.—How about the Hamilton "Spectator?) What had he to do with the Hamilton "Spectator? The articles on annexation in the "Spectator" emanated from a man who entertained the same opinions as the honourable member himself, (Name name.) Did any honourable member mean to say that he (Sir Allan) adopted the opinion of any man who wrote in the Hamilton "Spectator" in favour of annexation? Had not the same opinions been advanced in the "Journal and Express," and other papers throughout the province? But he would state publicly, and before the country, that he had no community of feeling with the men who entertained those opinions. The whole course of his life showed his attachment to British connexion, and he was prepared at all times and in every place, to unite with every good man in putting down such opinions, and defending our connexion with the Mother Country. He had been warm during the present session, and he had reason to be warm, but he knew of no vote that he had ever given in the House that he would not give again; he defied honourable members to point to a single vote recorded that they could bring up, that he would not readily give again, neither had he said anything offensive of any honourable member; he had only repelled attacks made upon himself. He objected to the expression of unbounded confidence in his Excellency; he (Sir Allan) had not such an exalted opinion of his Excellency, with whom he had but very slight personal acquaintance, and he did not think the Government ought to ask them to commit themselves. All they had a right to ask was, that they should unite for the preservation of peace and order, and they could not point to any constitutional mode of doing that in which the opposition would not concur, but they were not prepared to go as far as the Ministry wished. They might have acted according to the dictates of their conscience, but he (Sir Allan) had his own opinion of their conduct. It was absurd to say that the peace of the city was restored. Good God! were they prepared to say that peace was restored when bayonets were bristling at every corner, when armed mobs were parading the streets, when there had been assemblages of the people last evening, and again he was told at seven o'clock this morning, and when only last evening two men had been wounded with shot! He thought, too, they ought to be more guarded in the powers they gave to the Governor; he would do a great deal, but he was not prepared to go as far as the address proposed. If the address was restricted so as merely to assure the Governor of their determination to support the Government in maintaining the peace and tranquillity of the country, he was prepared to vote for it; but if it was to be pressed with the objectionable clauses in it, he was prepared to call upon the Speaker to protect the minority by enforcing the rules of the House.

Mr. Notman said that he had great difficulty in rising to address the House. No man living under the protection of the British flag could have anticipated that an outrage so atrocious and unparallelled could be committed in the province of Canada, and in a city of such intelligence, wealth, and liberality. We could no longer point the finger of derision to a neighbouring country and appeal to the lawless aggression there, and the trampling under foot of the laws of the land; the damning charge would be brought against us, that here the majesty of the law had been outraged, and that protection which England extends to the meanest of her subjects, denied to the representatives of the people. Where before, in a British colony, had the sacred character of the representative of Her Majesty been insulted by hootings and hissings? Where had the representatives of the people been compelled to debate under the protection of an armed soldiery, and been insulted and outraged in their persons? How could the honourable member for Missisquoi ask if any honourable member of the House had been insulted or prevented from attending to his duties? If the honourable member had enjoyed the protection to which every British subject had a right, members on his (Mr. Notman's) side of the House had not; but several of them had been grossly insulted within the last twenty-four hours. We have the essence of the British constitution at last conceded to us, after a struggle of many years on the part of those with whom he acted; even their opponents had now acquiesced in it, and they were endeavouring to carry it out; but because the House in its wisdom had passed an Act which did not meet with the approbation of the minority, these lamentable occurrences had taken place. He would ask if that bill was not constitutionally opposed through both branches of the legislature, and after being well and fully debated, and receiving the sanction of both Houses, it became constitutionally, according to the system of our government, the law of the land? and were they to be told that because this Bill gave dissatisfaction to a portion of the inhabitants of Montreal, they were to arrogate to themselves the power of setting all law at defiance? was the House to be insulted, the people of Canada insulted, aye the very constitution in which we gloried to be trampled under foot, by those who were unworthy to live under the British constitution? He (Mr. Notman) had not said a word on the Rebellion Losses Bill; he had listened to the debate on both sides, and he came

to the conclusion that the Bill was one that ought to be supported; he did not regret the vote he gave upon that occasion, because he thought it was just, and proper and equitable that those who had sustained just losses in Lower Canada should be paid as well as those in Upper Canada. At the time of the disturbances in 1837, when the connexion with Great Britain was threatened, he (Mr. Notman) turned out under the gallant knight from Hamilton, for the purpose of maintaining that connexion, and whenever the question of separation should arise in this country, he would be found as in 1836 and 1837, decidedly opposed to it. He had no wish to discuss the question whether the Ministry should have provided against the events of the 25th April. No one could have supposed that an attack of that kind was to be made on people engaged in the peaceable discharge of their duty. All had the right to exercise the liberty of opinion; but none to carry it to the extent of open violence against the law, and to the destruction of property. He felt that those who had countenanced these acts, would, when they had leisure, deeply repent them, and feel that the disgrace inflicted on the city was one that time could never efface. Why charge Ministers with neglect? The occurrence was the work of a moment: ten minutes only had honourable members left the building, when that building was in flames, before it was possible to obtain protection from the civil or military force. Had any man previously moved an adjournment on account of the danger, he would have been laughed at, and would have been told that we were living under the protection of British laws. Did the House suppose that that meeting was composed of the low rabble—of the scum of the city? Unfortunately there was reason to fear that it was got up by inducements from higher quarters, where such conduct was not looked for; from persons who never intended such a calamity; but who got up the excitement under which that act was committed, which must be deplored by all well-ordered minds to the last moment of their lives. He did not mean to accuse the honourable member for Hamilton of any adhesion to the principles of annexation; but it was certain that papers published in the interest of the honourable member's party had argued in favour of it; and that the letters which had appeared in the "Hamilton Spectator" were written by a Mr. W. B. Wilson, a gentleman who always belonged to the Conservative party. If such aims could be accomplished, the colony would have passed from great to greater evils. We would be under a system of taxation that would be most burdensome; our influence would be but as a speck, instead of being as now a great colony favoured by England above all others, and protected from insult by her powerful arm. In the present deplorable condition of the city, he implored gentlemen to forgive and forget the little bickerings which might have passed in debate. The first business was to restore order; enough had already been done to ruin the credit of the province, and to destroy our character as a people, and this just at the commencement of a bright year, when the opening of the canals developed the most extensive navigation in the world, and when it was hoped that free navigation would bring the vessels of all nations to our harbours. He asked what consolation it would be, amidst the ruin of all these prospects, to remember that the streets of Montreal had been deluged in blood, when a united effort would have advanced the colony to the highest pitch of prosperity.

Mr. Gugy asked the Attorney-General West if it were the intention of the Government to allow the examination of the prisoners to proceed to its legitimate end? He spoke under a full sense of the responsibility which belonged to the declaration; but he thought he could take on himself to say that the peace of the city would be restored if the prisoners were either committed to trial or admitted to bail. Let the officer charged with their examination devote his entire attention to this business; and then, in the course of the day, the parties would be in a condition either to give bail or to apply to the justices of the Court of Queen's Bench for a *habeas corpus*.

Mr. Baldwin assured the honourable member that every endeavour would be used to expedite these proceedings.

Mr. Hincks also stated that the special constables who had been armed the preceding evening had been again disarmed.

Mr. Gugy expressed his satisfaction at both statements, and his firm belief that these measures would be followed by a speedy return of the city to its usual tranquil condition.

Mr. Boulton (Toronto) continuing the debate on the business before the House, declared his opinion, that the doctrines of responsible Government must be carried out in this colony; but when a Government assumed the broad ground that treason was to be paid, and rebellion to be rewarded, when the very basis of society was overturned, it was not to be wondered at if disturbances took place. [Here Mr. Gugy made some communication to the honourable member, who continued by expressing his desire not to say anything which might occasion excitement]. But he must ask, why members of the Government had gone to the telegraph office to prevent political messages from being conveyed, and had failed to prevent them. Now, if it were judged essentially necessary to prevent these communications, why did not Government ask in a way not to be refused? Messages were now pouring in from all parts of the country announcing that meetings were being held and enrolments taking place of men, who declared their determination that rebellion should not be rewarded, and that those who desired to do so, should be put down; this was also the feeling in England. A notice had arrived here in the "Army Despatch," which was known to express the views of the army, and especially of the noble Commander-in-Chief; and what did it say? Why, it declared that peace must be restored in Canada, and that the Governor-General must be driven out of the country,

Sir Allan MacNab did not understand that there was to be any discussion on the merits.

Mr. W. Boulton acted upon this hint, and concluded the observations which he was addressing to the House.

Mr. Wilson said there would be a time when all the matters would be discussed; at present it was the desire of that side of the House to show a unanimous determination to maintain peace. It was for the benefit of the whole city that this resolution should be unanimous.

Mr. Cameron desired to carry an address such as had been carried unanimously in England on occasions like these. He was glad the honourable member for Hamilton had taken the occasion of declaring that he was opposed to annexation to the United States. He knew well that was the feeling of the gallant knight; but it could not be denied that the party which was supporting the honourable member out of doors openly expressed opinions favourable to that movement. For his own part, he had always been desirous of seeing responsible Government established; but when it was a question between the Government of Great Britain and that of the United States, he always desired to follow the footsteps of his father, who, for the last 16 years, had served the Crown in a regiment in which two members of that House had once been officers. He believed the British Government was the only one which had the self-regulating principle in full activity, and had therefore been willing to sustain much of what he thought injustice, while he awaited its establishment in its full spirit.

Mr. Papineau did not think this the moment for discussing the advantages of this or that form of Government. There were other concerns of more pressing interest; and he must declare that there was nothing more despicable than the feebleness and vacillation displayed by the Administration. Yet this was the moment when Government came forward and asked the House to approve of all the acts of the past and present Administration. For his own part, he thought the usual forms of this side of the House or that side should be dispensed with, and that honourable members should rise simultaneously, as legislatures had done in similar circumstances in France, and enthusiastically sustain any proposition which might have a tendency to re-establish order. This was not the time to attempt to surprise from the House a vote of confidence; it was rather their duty to attempt to restore the security of life and property, and of that respect which the citizens ought to feel for themselves. He knew that the honourable member for Hamilton desired this enthusiastically; for he had seen him on the night of the 25th maintain his place in the House of Parliament when it was no longer tenable, and knew that he had repeatedly thrown himself into the showers of stones, in order to attempt to exercise his influence with the crowd. After some further observations from the honourable member,

Mr. Sherwood expressed a hope that the vote would be so arranged that it might be unanimous.

Mr. Chauveau agreed with the honourable member for St. Maurice in the opinion that the first thing to be attended to was the re-establishment of order. He believed that for this purpose all the powers of the State would work harmoniously—the Civil Government, the Military Government, and all honest men. If the Military Government would not do its duty, it would be a new fact in English history.

Mr. Hincks, in some short observations, endeavoured to show that nothing had occurred previous to the night of the 25th, which could afford just ground for serious apprehension to the Government. The part of Ireland from which he came, Ulster, was known to be eminently loyal; yet there as violent language had been used with regard to the Rate-in-Aid Bill, as had been used in Montreal; the measure being one intended to tax property for the support of the poor. Yet no one would deny that the country was in a state of profound tranquillity merely on account of this constitutional agitation. The Earl of Londonderry, the largest proprietor in that country, was strongly opposed to this measure, as was also the Earl of Roden. Here the honourable member read some very violent language of the Earl of Roden, and concluded by asking whether there had been anything in Canada so calculated to excite alarm as language such as that?

Mr. Merritt said that measures had now been taken to secure tranquillity, and he thought there was no fear of further riot.

Mr. H J. Boulton, in order to meet the views of the other side of the House, proposed to change the form of the address nearly as follows:—We, the Commons of Canada, beg leave humbly to approach your Excellency, and to assure your Excellency of our attachment to the person and government of our Most Gracious Sovereign and the British Crown, and of our respect for Her Majesty's representative. For three days this city has been the scene of violence and outrage of a deplorable character, the Houses of Parliament and the public records have been destroyed by lawless men; life, too, has been jeopardized and serious injury done to the private property of Her Majesty's loyal subjects. This House, therefore, desires to express its utter abhorrence of these lawless acts, so disturbing to the peace of society, and is prepared to aid the Government in every constitutional manner, in suppressing violence, restoring order, and asserting the supremacy of the law."

This form of the address did not appear to give perfect satisfaction, as the members of the Opposition assembled in knots to consult on its wording.

Mr. Baldwin, therefore, rose and said that if honourable members opposite were sincere in their desire to come to an unanimous vote, he would put it to them whether everything they could require was not conceded in the remodelled address.

Mr. Cauchon thought if the minority were not satisfied with the address, it would be better for them to vote their own. All sides were agreed as to these riots, but they differed on other points. It was said, for instance, that the country was agitated. The country was not agitated, though the city of Montreal was. The country was cool and ready to support the authority of the law; nor would it consent to be put down because a small minority said it should not have its wishes carried out. The credit of the country had been ruined for a long time by these outrages. It was scenes like these that kept capital from coming to the country, and it was not annexation that was required to remedy it, but the cessation of this constant

and insane agitation, which would not be carried on if the people only regarded their own welfare, or the interests of their families and posterity.

Dr. Nelson, while he desired an unanimous vote, wished also that it should be one which should correctly express the opinion of the majority of the House; and he would, therefore, not wish anything to go abroad which might seem unfavourable to the Executive or to the head of the Government. He would mention one other subject before he sat down. He had yesterday received a letter from the most influential man in the county he represented, offering to bring the strength of that county to Montreal, if the unfortunate troubles there rendered it necessary. His honorable friend the member for Vercheres had that day received a similar letter from the most influential man in that county. He contended that the whole of the rural population was well pleased with the ministry, and would sustain it. He condemned all ideas of annexation, and though he had lived in the United States, and entertained the very highest respect for the people there, he would consider it a great misfortune for Canada to join them.

Mr. Cayley remarked, that the day before ministers had told the House that they had taken proper precautions, and that peace would be preserved, but what had been done? Why last night the people heard 500 Canadians had been armed by the Government against their fellow citizens. Was that the way in which they proposed to keep the peace? Or was it not rather the way to excite the bitterest war of races? He feared that that was what the Administration intended; for, from the very beginning of the session to the present moment, every measure, every vote, had been calculated to force on such a calamity. He declared that the Administration had kept the Governor in ignorance of the true state of opinion in the country; they had, too, by writing letters to the Home Government, kept them in ignorance of what was going on, and had given out that the country was never more quiet or contented, when the country was in a state of profound agitation from one end to the other. And it was at this moment that the Government came forward to obtain a vote of confidence to bolster up their cause. The honorable member then read, with indignant comments, a letter signed "A Voltigeur," of which a translation from "La Minerve" had been published in the "Montreal Herald." The letter spoke of the people who had burned the Houses of Parliament as "a crowd of miscreants, belonging to a miserable faction, and a horde of scoundrels." It also called on all young Canadians to rally round the ministry, and "prove the implacable hatred they bore to those, whom to destroy, it is only required for us to will it," and "to assemble in companies of ten, and let the centurions report their lists to the Adjutant-General of Militia." It concluded with God save the Queen! Now who were these people—these armed special constables—called out to put down? Why, they were called out to put down a few boys, who had remained in the street after the men had gone home. But then having got the policemen, it was necessary that they should be protected, so the troops were called out to protect the policemen and their sabres. The country was not tranquil; it was in a state of civil war; the Governor-General had been insulted, and was a prisoner at Monklands, and either did not choose or did not dare to show himself in town. And how was all this brought about? It was brought about by the grossest neglect. When Ministers were told, subsequent to the assent of the Governor-General being given to the Bill, that violence was apprehended, why, he asked, were not proper precautions taken to control them? Because the same party which had carried that most obnoxious measure had shown in themselves the extremes of insolence and feebleness. Insults had been offered to every loyal man in the country, the whole city had been outraged and excited by the application of the most offensive term of "rebels" to them, and yet the men who were engaged in raising the tempest never thought for one moment of providing against its fury. He was wrong in saying that no thought had been taken, for the honourable Inspector-General had gone down to the police magistrate to obtain troops, but had found that some trouble and some time would be necessary, and had therefore refrained from his research. At any rate, ministers took no pains to stop the disorder; they left anything which might be done in that way to others, and no one knew where they were gone till after everything was over. Then it was discovered that they were in the Government House, and that they did not think themselves safe till they had obtained the protection of a guard of soldiers. He believed that precaution was altogether unnecessary, and that display of troops had done more than anything else to create disturbance, by collecting the crowds of boys who had lingered about the streets. That was not enough even to show their indiscretion; but they must proceed to arrest some parties who had been at the meeting on the night of the fire, and who had since been kept in prison apparently with very little reason. He would refuse, under circumstances like these, to be forced by the consideration of recent occurrences to pass any vote that implied confidence in the ministry.

Mr. Gugy said this motion was an attempt on the part of the ministry to get a certificate of character from the House; and, for his part, he would not give them his subscription. On the contrary, he would tell them to their faces that they had done those things which they ought not to have done, and left undone those things which they ought to have done. They had, he presumed, given that advice to the Governor-General which had made it imperative on him to resort to a trick and artifice, in assenting to the Bill, unworthy of him, and which would, indeed, have been unworthy of the lowest member of the community. In the event of any popular opposition having been expected, why was not the House informed of what was going to take place? Had the House been aware that his Excellency was coming down, it might have been possible for honourable members on his (Mr. Gugy's) side of the House to allay or control that strong sense of indignation felt by every individual of British origin in this community. Instead of that, the Governor-General was advised to exclude the possibility of that side of the House affording their support. That afternoon they

were called on to consent to the suspension of the rules of the House, in order to carry the Customs Bill, which it was said was highly important to be carried. They consented with the utmost good-will and expected to be treated fairly in return. They were treated unfairly, for they were denied the opportunity of protecting his Excellency from the outrage with which he had been treated. It was painful to reflect on what had taken place; but it was also to be deplored that the Governor-General should thus have made himself a party to a scheme to deceive the House and the country. Those who in other circumstances would have been entirely condemned, would now be somewhat excused on account of the suddenness of the blow with which they had been visited; for communities like individuals should have some allowance made for acts committed in hasty anger before they have time for cool reflection. This vote amounted to a vote of confidence, and doubtless the Administration with their present majority might carry it, if they pleased. But he thought that now when the country was engaged in civil war, it was not a time for carrying the triumph too far—it could hardly be thought necessary to keep up a law, an open issue on the surface of the body politic. He thought, too, that Ministers themselves must, by this time, be aware that his measure was calculated to disgust three-fourths of the people of Canada. It might be sustained in the House, but was not sustained by the country.

Mr. Baldwin disclaimed the idea that this was intended as a vote of confidence.

After some further conversation, which elicited nothing material,

Mr. Galt moved the following address in amendment:—"That this House have viewed with the most profound regret the disturbance of the public peace in the city of Montreal during the last three days, and which has resulted in the destruction of the parliamentary buildings, with the provincial archives and library, together with the destruction of much private property, and injury to the persons of Her Majesty's subjects. That this House considers it their first duty to tender to the Government their assurance, that nothing shall be wanting on their part to restore public tranquillity, and that they are ready to make provision for any measure thought necessary to protect life and property. That whilst the House are of opinion that the restoration of peace is the first object to be achieved, they consider that they should be wanting in their duty to their country if they did not express their opinion, that to the advice of the present Executive Government in recommending his Excellency to assent to the Rebellion Losses Bill, and to the manner in which that assent was given, is to be attributed the disturbances which have resulted so disastrously for the honour and prosperity of the province. That this House, fully recognising the constitutional principle that the Administration are to be held responsible for all acts of the Government, desire to express to his Excellency their sincere regret that his advisers should have taken that course which has caused insults to be offered to the Representative of Her Most Gracious Majesty in this province, as well as to this House, which are calculated to diminish the respect of the people for the constitution under which they live." The honourable member having read his proposed address, went on to remark that though he was as much as any man opposed to the Bill for paying the rebellion losses, he confessed that he would not wish that any Bill, after it had gone through all its stages in both Houses, should be rejected by the Representative of the Sovereign or by the Home Government. He thought it would be highly impolitic to take any steps that would induce the British Government to prevent the passing of such a Bill. We were not to cast the responsibility on the Home Government, nor on his Excellency; it must fall on the Ministry, for responsible government was now the law of the country, and must be adhered to through evil report and through good report. He thought that the Ministry, and they alone, were responsible for what had occurred; and believed the address would not express the sense of the House unless it expressed the regret which was felt at the insult which had been offered to his Excellency.

Mr. Papineau thought the effect of the present amendment would be to make the majority vote against its own course throughout the proceedings on this measure. To attempt to carry it, therefore, would not be to show any desire for that unanimity, which honourable gentlemen professed to desire. Political considerations of this kind ought not to be brought forward; if it were wished, for the common safety and from good feeling, to assure the Government that the House were willing to vote any necessary expenditure to restore order, anything else must awaken those animosities which were unfortunately so strongly marked. It was for the same reason that he blamed the main motion—it was produced by a desire of the Administration to obtain a vote of confidence, and was supported by persons who were disposed to cringe as meanly to Ministers as they would have done to Governors in former days. Ministers had shown that they possessed neither the energy nor the will necessary to carry out any measure in a consistent manner, for they were every minute changing their determination from what it had been a minute before. This had been shown in that very debate. First of all they came down and declared that they had nothing to ask of the House except a motion to adjourn; but the moment an address was moved by one of their friends, they could not resist the flattery, but supported it with all their might. If there were nothing else to excite alarm, this constant shuffling from one position to another, was the thing most calculated to throw anxiety into the mind of every honest man. The time must come when all these questions would come up; let them then be discussed. Let not honourable gentlemen on the other side ask from those on his side what they could not yield, nor desire them to condemn their own measures; and on the other hand the Government should not expect the Opposition to yield their opinions, for that would be equally unjust. Why should the House be called on to approve the conduct of the Governor-General? Was it not known that a large proportion of the population were now asking his recal, and had they not a right to do so, if they used only constitutional means? Why should there be any sacrifice of opinion, when all were agreed on the particular point which was of importance at the moment? On that one subject of preserving the peace of the

CANADA.

city all were agreed, yet they had presented the humiliating spectacle of an assembly remaining there from 10 o'clock in the morning unable to agree for a single moment, at a time when agreement was most important. If the honourable member would take out his motion those portions which were already to be found on the journals of the House, and which condemned all that the majority had done, he would vote for the amendment. He agreed with the proposition to express the regret which the House must feel at the insult which had been offered to the Chief Magistrate and through him to the majesty of the law.

The vote was then taken on the amendment.

Yeas:—Messrs. Badgley, Boulton of Toronto, Christie, Galt, Gugy, Sir Allan N. MacNab, Malloch, McConnell, Robinson, Seymour, Sherwood of Brockville, Sherwood of Toronto, Smith of Frontenac, and Stevenson.—14.

Nays:—Messrs. Attorney-General Baldwin, Beaubien, Bell, Solicitor-General Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-General Drummond, Duchesnay, Damas, Fergusson, Fournier, Fourquin, Hincks, Holmes, La Terrière, Lemieux, Marquis, McFarland, Merritt, Nelson, Notman, Papineau, Polette, Price, Smith of Wentworth, Taché, Thompson, Viger, Watts, and Wetenhall.—37.

The question being then put upon the main motion, the House divided thereon, and it was carried in the affirmative.

Yeas:—Messrs Attorney-General Baldwin, Beaubien, Bell, Solicitor-General Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-General Drummond, Duchesnay, Dumas, Fergusson, Fournier, Fourquin, Hincks, Holmes, La Terrière, Lemieux, Marquis, McFarland, Merritt, Nelson, Notman, Polette, Price, Smith of Wentworth, Taché, Thompson, Viger, Watts, and Wetenhall.—36.

Nays:—Messrs. Badgley, Boulton of Toronto, Cayley, Christie, Galt, Gugy, Sir Allan N. MacNab, Malloch, McConnell, Papineau, Robinson, Seymour, Sherwood of Brockville, Sherwood of Toronto, Smith of Frontenac, and Stevenson.—16.

The House then adjourned.

Enclosure 5.

Enclosure 5.

EXTRACT from the "PILOT and JOURNAL of COMMERCE," dated Montreal, April 30, 1849.

The Late Riots.

Now that peace and tranquillity have been, it may be hoped, quite restored, it may be proper that the public, both here and in England, should be put in possession of all the facts connected with a very disgraceful riot which is calculated to injure the credit of the province, to destroy the prospect of obtaining English capital to construct our railways, and to increase that irritation of feeling, which all good subjects of Her Majesty ought to have been anxious to allay. We shall endeavour to treat the entire subject with calmness and moderation. We have no desire to inflame and irritate the angry passions of men capable of committing such outrages as those which have disgraced this city. We do not even deem it neeessary at present to defend the course taken by the Administration with regard to the Indemnity Bill. We are far more anxious to maintain the great cause of constitutional government, and to defend the honoured representative of our beloved Sovereign, who has been most shamefully vilified for carrying into effect the wishes of the two Houses of the Canadian Parliament. All Canadian politicians profess their adhesion to the principles of constitutional government, and those principles, we need scarcely inform our readers, require the Sovereign, and, of course, the representative of the Sovereign, to assent to all Bills which have been sanctioned by the two Houses of Parliament. Let us not be misunderstood. In England, as in Canada, the Crown can exercise the Royal prerogative of refusing to assent to a Bill, but in practice this course is never resorted to, for the simple reason, that if the Crown has determined to withhold its assent, the time for announcing such determination would naturally be *before*, and *not after*, the passing of the Bill. Why, for instance, should the whole country have been inflamed and distracted with this Indemnity Bill, and the time of Parliament wasted, if all was to come to naught by the refusal of the Governor's assent? It would obviously have been an absurdity on the part of the Administration to introduce such a measure, and to undergo all the censure of their opponents, if they had not the means of carrying it into effect. One argument alone can be used against the foregoing view of the case, viz., that the question was *an Imperial one*. How can such a proposition be maintained for a moment? The Bill proposes an appropriation of the money of the Canadian people for a Canadian object. Why should the people of England interfere, unless to support a minority against a majority? But, it is said, public opinion is against the measure. The answer to this is, that in the city of Montreal, where the greatest excitement prevails, the present members were returned by large majorities, and we defy our opponents to give the names of fifty of their supporters who disapprove of their votes on this particular measure. The truth is, that both in Lower and Upper Canada, the opposition to the Bill has been a factious one on the part of the minority.

The Bill was carried by a majority of the members of British origin, which entirely disproves the assertion that the question has any connection with national distinctions. The administration has a majority from Upper Canada as well as from Lower Canada, and in the former province there is not a single French Canadian representative. The Bill not being an imperial question in any way, the Governor-General having been called upon very suddenly to sanction the Customs Bill in consequence of the arrival of two vessels at Quebec, proceeded to the Par-

liament House on Wednesday, the 25th instant, and gave the Royal assent to all the Bills which had passed both Houses, and been reported upon. This was the usual, and obviously the correct course. Had any other been adopted there would have been just cause for complaint. The time had evidently arrived when his Excellency was called upon either to assent to the Bill or to reserve it. As the representative of the Queen of a country governed on constitutional principles, through a Parliament, one House of which is freely elected by the people, his course was plain. He acted on the advice of Parliament and of his ministers, and assented to the Bill. Immediately a slight disturbance ensued in the Legislative Council Chamber. The disappointed faction was excited, and symptoms of disapprobation were manifested, which were further exhibited by renewed insult as his Excellency left the Parliament House, though, as we mentioned on a former occasion, the rioters were in a minority. The assent was given to the Bill about five o'clock in the evening, and immediately after means were taken to get up a public meeting. The fire-engines were got out, and the bells were rung in every direction. A most inflammatory and treasonable hand-bill was circulated from the office of the leading opposition paper, and a meeting was in a few hours organized, which was addressed by individuals prominently connected with the Conservative party. We have no hesitation in affirming our belief that these parties are responsible morally, if not legally, for all the consequences which ensued, although they of course disclaim all intention of transgressing the bounds of constitutional opposition. As their conduct is likely to be the subject of legal inquiry, we shall at present say no more regarding it; but from that meeting a portion of the mob of which it was composed, hurried to the Parliament House, where the Assembly was in session, smashed the windows with stones, and before the troops could be brought on the ground, applied the torch to the building, which was entirely consumed, with the valuable libraries of the two houses, and all the Parliamentary records. The opposition say that the Government should have foreseen this outrage, and should have had troops on the ground to prevent it. But the same parties admit that they themselves never contemplated the possibility of such an act of Vandalism, and had the troops been on the ground, they would have asserted that the ministry desired to suppress the legitimate expression of public opinion against one of their measures. The fact is, that there can be no security, under any Government, against the sudden violence of a mob. It is gratifying to know that the ringleaders of the incendiaries are afraid to acknowledge or to justify their acts, and while acts of violence are committed which no person of influence will assume the responsibility of justifying, it is obvious that although much mischief may be committed, there is no danger of any very serious consequences.

On Thursday morning all appeared for some time to be tranquil, but the prompt arrest at an early hour of the orators of the night before renewed the excitement. The accused were sent to gaol under a strong escort, and in the afternoon their friends gathered again in numbers about the Parliament House, offering insults of all kinds to the magistrates, and others passing to and fro. Great forbearance was manifested; so much so, that both the friends and opponents of the Government have charged it with want of vigour. No doubt the party in opposition would, on one-tenth of the provocation, have deluged the streets with blood. But we believe that it is a consolation to the Government that not a life has been lost during the late tumult. After some time the mob dispersed, as was supposed at the time, but news soon came that the rioters had gone off to the suburbs. Here they committed some wanton outrages,—first at the dwelling-house of the Inspector-General, Mr. Hincks, and the adjoining house of Mr. Charles Wilson, a member of the City Council, and Mr. Holmes, M.P. for the city. They next proceeded to the residence of the Honourable Mr. La Fontaine, where they committed a great deal of injury, and which they attempted to burn. A strong detachment of military was sent after the rioters on its being known that mischief was going on; but it did not reach the suburbs until it was too late to prevent the outrages referred to.

On Friday, the Government, finding that it was impossible to guard all parts of the city and suburbs against such outrageous attacks of a contemptible rabble, headed by ringleaders who were masked, and who were inciting them to acts of the greatest atrocity, determined to organize a body of special constables, to be furnished with police arms, and to be placed under the orders of a number of magistrates. This organization was speedily effected. The French Canadian and Irish inhabitants came in crowds to tender their services, and a force of about 800 men was, in a few hours, placed in the Bonsecours market. Exaggerated reports got into circulation. It was said that Government was arming the French Canadians and Irish to exterminate their opponents, and the latter getting alarmed, threatened counter-agitation. No disturbance, however, took place on Friday night; the constables were kept close in their barracks at the market, and the rioters dispersed, after hearing some inflammatory speeches from gentlemen evidently much excited, and labouring under false impressions. On Saturday morning the excitement was very great for a time. Sir Benjamin D'Urban had arrived in town on Friday, and the presence of his Excellency at once inspired general confidence. It became known that a corps of provincial dragoons had been sent for, and also some companies of the 71st Regiment. Some of the more influential gentlemen of the opposition having on Saturday morning pledged themselves to use all their influence to prevent further rioting, and Sir B. D'Urban feeling assured that peace would be maintained without the aid of the special police, it was not deemed necessary to require those services any longer, and they were accordingly dismissed. The thanks of the Government and of the public are justly due to those citizens who came forward with no other object than to maintain public order, and who did not commit a single act of violence during the time that they were in service. We have gone into these particulars in consequence of the gross misrepresentations circulated regarding this force. The fact that they were under the command of the Hon. Col. Taché, a member of the Executive Council, a man of proved loyalty and discretion, and that he was assisted by a number of magistrates of the highest respectability, men incapable

CANADA.

of sanctioning an outrage, ought to be sufficient to convince even the most prejudiced that no danger was to be apprehended from such a force. On Saturday the prisoners in gaol were admitted to bail, and perfect tranquillity prevailed during the evening, and has continued up to the time that we write. We may therefore fairly consider that peace and good order have been restored. On Friday, when the excitement was at the highest, a public meeting was held, over which the Honorable George Moffatt presided. We cannot but condemn in the most unequivocal manner the holding of a public meeting for a professedly constitutional object, at such a time of excitement—of course Mr. Moffatt's audience was composed principally of the rioters, and it is needless to say that they did not express any indignation at their own conduct. This meeting demanded the recall of our noble constitutional Governor-General, and small partizan societies have heaped insult on his Excellency to their own disgrace and dishonor. On Saturday the House of Assembly was able to proceed to business in the Bonsecours Market. We publish in this number the proceedings. A large majority has sustained his Excellency, and even the minority have refrained from sanctioning the conduct of the faction out of doors.

The representatives of the people have spoken out; and our firm belief is, that the people will, from one end of the province to the other, come forward in a constitutional manner to express their indignation at the late outrages, their loyalty to their Queen, attachment to British connexion, and their gratitude to our noble Governor-General for his just and impartial conduct in the Government of this province. Such will, we believe, be the opinions expressed by the people both in Upper and Lower Canada—by Anglo-Canadians, by French Canadians, by Irishmen, and, we trust, by many Englishmen and Scotchmen, who in other sections of the province are free from the prejudices entertained by their countrymen here. We trust that the people of England will consider the Canadian question coolly and impartially. Are the wishes of the Canadian Parliament, or of a factious minority, to be respected by our countrymen in England? Are we, in short, to be deprived of all our constitutional rights whenever the minority choose to raise a cry of dissatisfaction? All that the faction now expect is the interference of the Imperial Government to crush the majority, and throw the entire province into commotion. We believe it will be disappointed, and that the Governor-General will be allowed to administer his government with the advice of the freely elected representatives of the Canadian people.

The news from Quebec is most satisfactory. A futile attempt to insult the Governor-General, by burning him in effigy, was frustrated; and a monster meeting will be held immediately, or has by this time been held, to declare confidence in his Excellency, and approbation of his conduct.

London:—Printed by William Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

CANADA.

FURTHER PAPERS

RELATIVE TO

THE AFFAIRS OF CANADA.

(In continuation of the Papers presented May 1849.)

Presented to both Houses of Parliament by Command of Her Majesty,
25TH MAY, 1849.

LONDON:
PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCHES FROM GOVERNOR-GENERAL THE RIGHT HON. THE EARL OF ELGIN AND KINCARDINE.

Number in Series.	Date and Number.	SUBJECT.	Page.
1	5 May, 1849 . ..	REBELLION LOSSES BILL. Report on the measure, and statement of the circumstances which led to its introduction	3
		Copy of Commission of Inquiry appointed in 1845, and Instructions .	7
		First Report of the Commissioners	9
2	30 April, 1849 . (38)	Transmits PETITION to the Queen from the ROMAN CATHOLIC CLERGY of the City of QUEBEC	10
		Copy of the Petition	10
3	3 May, 1849 . (41)	Enclosing Canada Gazette, containing ADDRESSES to the Governor-General from the LEGISLATIVE ASSEMBLY and City of QUEBEC, &c. .	11
		Copy of Address from Assembly, and Governor's Answer . . .	11
		from City of Quebec, and Answer	13
		from Officers of 4th Battalion of Regiment of Nicolet, and Answer	13
4	4 May, 1849 . (42)	Transmits ADDRESS to the Governor from the Towns of LONDON and PRESCOTT	14
		Copy of the Address from London, and Answer	14
		from Prescott, and Answer	14
5	5 May, 1849 . (43)	Transmits PETITION to the Queen from the Inhabitants of KINGSTON against the Rebellion Losses Bill	15
		Copy of the Petition	15

DESPATCH FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

1	18 May, 1849 . (365)	DISTURBANCES IN MONTREAL. Unimpaired Confidence of Her Majesty in the Administration of Affairs in Canada. Judgment respecting the Rebellion Losses Bill reserved until full information as to its character and objects received. Retirement of Governor-General deprecated . .	16

FURTHER PAPERS

RELATIVE TO

THE AFFAIRS OF CANADA.

From Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

No. 1.

CANADA.
No. 1.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
May 5, 1849.
(Received May 22, 1849.)

My Lord,

In consequence of the excitement which the passage of the measure for the indemnification of parties in Lower Canada, whose property was destroyed during the rebellion of 1837 and 1838, has occasioned, and of the desire expressed in certain quarters that Her Majesty's power of disallowance should be exercised in this instance, I think it my duty to furnish your Lordship with a report upon it in anticipation of the usual period for the transmission of the Bills of the Session. It will be necessary, however, before I proceed to explain its provisions, to submit a statement of the circumstances which led to its introduction.

2. In the last session of the Parliament of Upper Canada, an Act was passed, entitled "An Act to ascertain and provide for the payment of all just claims "arising from the late rebellion and invasion of the province." The intention of this Act would seem to have been to provide indemnity only for owners of property which had been destroyed by rebels and sympathisers from the States. But in the first session of the united Parliament, an amended Act was passed, (4 and 5 Vic., c. 39) which contains the following clause, "and be it enacted, "that the powers vested in, and the duties required of, the said Commissioners "under the said Act, shall extend and be construed to extend to inquire into "all losses sustained by Her Majesty's subjects and other residents within that "part of this province to which the said Act extends, from the first breaking "out of the said rebellion to the passing of the said Act, and the several claims "and demands which have accrued to any such persons by such losses, in "respect of any loss, destruction, or damage of property occasioned by violence "on the part of persons in Her Majesty's service, or by violence on the part "of persons acting or assuming to act on behalf of Her Majesty, in the sup-"pression of the said rebellion, or for the prevention of further disturbances, "and all claims arising under, or in respect of the occupation of any houses "or premises by Her Majesty's naval or military forces, either Imperial or "provincial."

I do not find that any objection was taken by the Home Government to the principle or details of either of these Acts, except on the ground that the preamble of the first as it was originally introduced, contained a pledge, which was afterwards, on Lord John Russell's remonstrance, expunged, that the indemnity in question should form a charge on the Imperial Treasury.

3. On the question of providing funds for the payment of the indemnity thus voted, considerable difference of opinion appears, however, to have prevailed in the local Parliament. The leaders of the Liberal party generally contended that it would be unjust to make it a charge on the resources of the united province, without extending a similar boon to Lower Canada, and that it would be inexpedient to saddle on the general revenue so considerable an additional

burden as the joint indemnities would probably amount to. No steps were accordingly taken during the subsistence of the first Baldwin and Lafontaine Administration. In 1845, however, Lord Metcalfe's Conservative Council proposed that a special fund derived from Tavern and Marriage Licenses, which formed part of the revenue of the Consolidated Fund, and was more productive in Upper Canada than Lower Canada, should be surrendered to the municipalities, and that in Upper Canada it should in the first place be charged with the payment of the indemnity. This proposal was carried through Parliament. On the same day, however, and at an earlier hour, the following resolution was adopted by the House of Assembly unanimously.

"*Resolved*,—That an humble address be presented to his Excellency the "Governor-General, praying that his Excellency will be pleased to cause proper "measures to be adopted, in order to ensure to the inhabitants of that portion "of this province formerly Lower Canada, indemnity for just losses by them "sustained during the rebellion of 1837 and 1838."

4. In order that the scope and purpose of the Address thus unanimously voted, and of the measures taken by the Government upon it may be properly understood, it is necessary that attention should be directed to the following circumstance. Ordinances were passed by the Special Council in the years 1838 and 1839, under which the losses of those loyal inhabitants of the province whose property had been destroyed while they were supporting the Government had been ascertained and reported upon. It was therefore clearly the intention of the Government and Parliament, in the proceedings adopted at this period, to extend the indemnity beyond that limit.

5. The mode of getting over the pecuniary difficulty in the case of the indemnity for Upper Canada which the Parliament thus sanctioned, was unquestionably a costly one, and it has always been contended by those who opposed the plan that, as in the financial arrangements consequent on the union between the provinces, Lower Canada had by no means the best of the bargain, it was not fair to give up a portion of the common fund, to which the Upper happened to contribute more largely than the Lower province, without granting an equivalent to the latter.

6. The Commissioners appointed to apportion the indemnity in Upper Canada appear to have been unfettered by any special instructions, and to have acted under the provisions of the Acts to which I have referred, which gave large discretionary powers. At the close of their labours they delivered to the Government lists of the claims rejected or allowed by them, without, however, any statement of the grounds of their decision. There is no reason to doubt they discharged their trust with fidelity. During the course of the recent debates in Parliament, quotations were, however, made from these lists, with the view of showing that in some instances the names of persons who had been actually convicted of treason appeared upon them as recipients of indemnity. Much irritating discussion took place on this point; for, while on the one hand the Conservative opposition affirmed that such cases were both few in number, and defensible on special grounds, Mr. Papineau and his adherents contended that the insertion of a clause in the Lower Canada Act excluding persons so situated from participating in the indemnity fund on any pretext whatsoever, was only a fresh proof of the invidious distinction between the provinces, constantly made to the disadvantage of Lower Canada.

7. In pursuance of the Address of the Assembly above quoted, Commissioners were appointed to inquire into the claims of persons in Lower Canada whose property was destroyed during the rebellion in 1837 and 1838. I enclose herewith copies of the document under which they were appointed, and of the instructions by which it was accompanied and followed. Your Lordship will observe that the Commissioners were directed to classify the cases of those who may have joined in the said rebellion, or may have been aiding and abetting therein, from the case of those who did not; and when they inquired, through their secretary, how they were to establish such a classification, they were answered by Mr. Secretary Daly, under the authority of the Governor in Council, in the following terms: "In making out the classification called for by your "instructions of the 12th December last, it is not his Excellency's intention that "you should be guided by any other description of evidence than that furnished "by the sentences of the courts of law."

Pages 7 and 8.

Page 8.

Page 9.

8. The Commissioners furnished their report (a copy of which I enclose) in

April, 1846, Mr. Daly having, on the 2nd of that month, intimated to them, in a letter marked "immediate," that his Excellency was desirous to be enabled to come to an early decision as to the course to be taken by the Executive during the session of Parliament in regard to the same. It does not, however, appear that any further steps were taken in this matter by the Administration to which he belonged up to March, 1848, when they retired from office. As it cannot be supposed that the proceedings which I have detailed were intended to be barren of all result, this circumstance only goes to prove the great difficulty of dealing with the question satisfactorily.

9. Such was the state, however, in which this question stood when the present Government came into office. That they should propose to found a measure on what their predecessors had done in the matter was to be expected, and I did not think that I should be justified in risking a ministerial crisis at a time when my Council was supported by the large majority of a recently elected Assembly, by refusing to permit the introduction of a Bill which was similar to one that had already been passed for the benefit of Upper Canada, and which seemed moreover to be nothing more than the strict logical consequence of preliminary measures adopted by the Local Government and Parliament under former Governors.

10. The preamble of the Bill, of which a copy is herewith enclosed, declares that in order to redeem the pledge given to parties in Lower Canada, who sustained losses during the rebellion in 1837–1838, or to their *bonâ fide* creditors, assigns, or ayant droit by the Address of the Assembly, the appointment of a Commission, and the correspondence of the Government above referred to, "it is necessary and just that the particulars of such losses not yet "satisfied should form the subject of more minute inquiry under legislative "authority, and that the same, so far only as they may have arisen from the "total or partial, unjust or wanton destruction of the dwellings, buildings, "property and effects of the said inhabitants, and from the seizure, taking, or "carrying away of their property and effects, should be paid and satisfied, pro-"vided that none of the persons who have been convicted of high treason, "alleged to have been committed in that part of this province formerly the "province of Lower Canada, since the 1st day of November, 1837; or who "having been charged with high treason, or other offences of a treasonable "nature, and having been committed to the custody of the sheriff in the gaol "of Montreal, submitted themselves to the will and pleasure of Her Majesty, "and were thereupon transported to Her Majesty's island of Bermuda, shall "be entitled to any indemnity for losses sustained during or after the said "rebellion, or in consequence thereof."

For Bill, *vide* Papers relative to Affairs of Canada, presented to Parliament by Her Majesty's Command, May, 1849, page 7.

It authorizes the appointment of Commissioners for the purpose of the Act, and the issue of debentures to the amount of 100,000*l.*, 10,000*l.* of which, however, are set apart to make good claims allowed by the Commissioners appointed under the Ordinance of the Special Council, 90,000*l.* remain for the special purposes of the Act. In these particulars the Act merely adopts the recommendation of the Commissioners of Inquiry, named by Lord Metcalfe, who state in their Report, that the claims which they recognized represent a sum total of 241,965*l.* 10*s.* 5*d.*; but that, in their opinion, the sum of 100,000*l.* would be nearly equivalent to the losses suffered, and sufficient to meet the amount of such claims as shall have been the object of a close examination.

11. Notwithstanding, however, the extent to which the preceding Government and Parliament itself appeared to be committed to the principle and even to the details of this measure of indemnity for Lower Canada, the most vehement and unrelenting opposition was raised to it both within the walls of the Legislature and beyond them. It was contended that whereas the destruction of property which took place in Lower Canada was generally the work of the military or volunteers employed in suppressing a rebellion, it was in Upper Canada as generally the work of traitors or sympathisers who were engaged in raising one, that the two cases required therefore a different treatment, and that a more stringent rule ought to have been applied to test the validity of claims to indemnity in the Lower than in the Upper Province. To this it was answered that the principle on which the Bill was framed had already been acted upon in Upper Canada, and that Parliament, by its unanimous vote, had given a pledge that it should likewise be applied to Lower Canada; that it was notorious that much property belonging to unoffending persons had been

CANADA.

wantonly destroyed in this section of the province during the rebellion. That it was false to affirm that the measure was intended for the benefit of rebels, that, on the contrary, all convicted rebels, as well as those who having confessed their guilt were sent to Bermuda, were expressly excluded; and that for the rest the Commissioners appointed under the Act would be bound, under the sanction of an oath, precisely in the same way as the Commissioners for Upper Canada had been before them, to examine minutely into the justice of all claims preferred before them, and to apportion the indemnity according to the true intent and meaning of the Act.

12. The opposition raised to the Bill in Parliament was echoed out of doors. A considerable number of petitions against it were sent up from different parts of the province. It is remarkable, that although these petitions were prepared while the measure was still in progress through Parliament, and, in many instances, as appears from incorrect statements contained in them, before its provisions were accurately known, the great majority were addressed to me, but few comparatively being presented to either branch of the Legislature. Whether from the belief that it was hopeless to attempt to cause their views to prevail with the Representatives of the people, or from some other motive which may not be so easily intelligible at a distance, it seems to have been from the first the determination of the Opposition to force me to join issue with the Local Parliament upon this most delicate and exciting question.

13. The petitions addressed to me on this subject generally concluded with the prayer that I should either dissolve Parliament, or reserve the Bill, when it reached me, for the signification of Her Majesty's pleasure. The former of these courses was obviously full of hazard, and could only have been justified by the pressure of an overbearing necessity, and the clearest prospect of success. The Parliament had been but recently elected under the auspices not of the Ministry, but of the Opposition. To have recourse to a general election, in order to test the feelings of the people on this exciting topic, was to provoke in many parts of the country scenes of violence, perhaps of bloodshed. Moreover a dissolution implied a change of Administration, and if it failed of its object, its only effect would be to implant suspicion and mutual distrust between the Representatives of the Crown and the Local Parliament. I was bound, therefore, as it appeared to me, to weigh all probabilities carefully before resorting to so desperate an expedient. The best consideration which I was able to bestow upon the subject led me to the conclusion that a dissolution of Parliament, under the circumstances in which the province was placed, would not have been justifiable, either in principle or policy.

14. The other course suggested by the petitioners, viz., that of reserving the Bill, was undoubtedly more safe and practicable. Perhaps if I had consulted in this matter only my own ease I might have been induced to follow it. But I felt that after what had occurred, with respect to indemnity in Upper Canada, I could hardly fail to cause just umbrage to Parliament, if I declined to sanction the Bill which it had passed for the benefit of sufferers in Lower Canada. I analyzed with care the votes of the Assembly, and I found that on the passing of the Bill, 47 voted for and 18 against the measure; that of 31 members from Upper Canada who voted on the occasion, 17 supported and 14 opposed it; and that of 10 members for Lower Canada of British descent, 6 supported and 4 opposed it. These facts seemed altogether irreconcilable with the allegation that the question was one on which the two races were arrayed against each other throughout the province generally. I considered, therefore, that by reserving the Bill, I should only cast on Her Majesty and Her Majesty's advisers a responsibility which ought, in the first instance at least, to rest on my own shoulders, and that I should awaken in the minds of the people at large, even of those who were indifferent or hostile to the Bill, doubts as to the sincerity with which it was intended that constitutional Government should be carried on in Canada; doubts which it is my firm conviction, if they were to obtain generally, would be fatal to the connexion.

15. At any rate, however, this is a point which can be determined only by the Government of the Queen. If I have erred the error is not irreparable. Should your Lordship be of opinion that there is in the character of this measure some specialty which ought to have removed it from the category of local questions on which the Local Parliament is entitled to pronounce, I shall at once bow to your decision, confident that you will still give me credit for

having, under circumstances of no ordinary difficulty, acted with a sincere desire to perform my duty to Her Majesty, and to promote the best interests of the colony.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 1. Encl. 1 in No. 1.

COMMISSION appointing Commissioners to inquire into the Losses sustained by Loyal Inhabitants of Lower Canada during the late Rebellion.

Recorded in the Registrar's Office of the Records at Montreal the 26th day of November, 1845, in the Register A of Privy Seal Commissions, folio 332.

R. A. TUCKER, Registrar.

(*Metcalfe.*) PROVINCE OF CANADA.

His Excellency the Right Honourable Charles Theophilus Baron Metcalfe of Fernhill, in the county of Berks, G.C.B., one of Her Majesty's Most Honourable Privy Council, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

To all to whom these presents shall come, or whom the same may concern, greeting :—

KNOW YE, that reposing trust and confidence in the loyalty, integrity, prudence, and ability of the Honourable Joseph Dionne, and the Honourable Philip H. Moore, Esquires; and Jacques Viger, John Simpson, and Joseph U. Beaudrey, Esquires, I have nominated, constituted, and appointed, and by this Instrument, under my hand and seal, do nominate, constitute, and appoint the said Joseph Dionne, Philip H. Moore, Jacques Viger, John Simpson, and Joseph U. Beaudry to be Commissioners for Inquiry into the losses sustained by Her Majesty's loyal subjects in that part of the province of Canada, which formerly constituted the late province of Lower Canada, during the late unnatural rebellion which unhappily existed in that part of the said province, and arising from, and growing out of the said rebellion, to have and to hold the said office of Commissioners as aforesaid, unto them the said Joseph Dionne, Philip H. Moore, Jacques Viger, John Simpson, and Joseph U. Beaudry, for and during pleasure, together with all and every the rights, authorities, and emoluments thereunto belonging or appertaining

Given under my hand and seal at arms at Montreal, in the said province of Canada, this twenty-fourth day of November, in the year of our Lord one thousand eight hundred and forty-five, and in the ninth year of Her Majesty's reign.

By his Excellency's command,
(Signed) D. DALY, Secretary.

Provisional Registrar's Office, Montreal,
Montreal, May 5, 1849.

I hereby certify the foregoing to be a true and faithful copy of the record of the original Commission, with which it has been carefully examined by me.

(Signed) R. A. TUCKER, Registrar.

Enclosure 2 in No. 1. Encl. 2 in No. 1.

SIR, Secretary's Office, Montreal, Dec. 12, 1845.

I HAVE the honour, by command of the Administrator of the Government, to transmit to you the accompanying Commission appointing yourself, the Honourable P. H. Moore, and Jacques Viger, John Simpson, and Joseph U. Beaudry, Esquires, to be Commissioners for Inquiry into the losses sustained by Her Majesty's subjects during the unhappy troubles in Lower Canada, of the years 1837-8, and also arising from and growing out of the same. And I am to inform you that his Excellency has been pleased to appoint Mr. J. G. Barthe to be Secretary to the Commission.

The necessary instructions for the guidance of the Commissioners are transmitted to you herewith.

I am accordingly to express to you his Excellency's wish that you should lose no time in communicating on the subject with your fellow Commissioners, and making the necessary arrangements for entering with them on the active prosecution of the labours of the Board.

The remuneration of each Commissioner will be at the rate of 1*l.* per diem, while actually engaged in the inquiry, or in travelling in pursuance of it.

I have, &c.,
(Signed) D. DALY, Secretary,

Hon. Joseph Dionne,
&c. &c. &c.

St. Pierre les Becquets, District Three Rivers.

CANADA.

Enclosure 3 in No. 1.

Encl. 3 in No. 1.

Secretary's Office, Montreal,
December 12, 1845.

GENTLEMEN,

HIS EXCELLENCY the Administrator of the Government having been pleased to appoint you to be Commissioners for inquiring into the losses sustained by the inhabitants of that portion of this province formerly Lower Canada, during the late unhappy rebellion therein, as also into the losses sustained by those inhabitants arising out of that rebellion, I have the honour, by command of his Excellency, to transmit the following instructions for your guidance in conducting your inquiry.

1st. You will, in the performance of the duties devolving upon you under the present Commission, carefully classify the cases of those who may have joined in the said rebellion, or may have been aiding and abetting therein, from the cases of those who did not, stating particularly, but succinctly, the nature of the loss sustained in each case, its amount and character, and as far as possible, its cause.

2nd. You will abstain from entering into the consideration of any cases which may have been reported upon by the Commissioners formerly appointed to examine into the rebellion losses.

To enable you to do this, the reports made by them will be furnished to your secretary, on his making application on your behalf for the same.

3rd. You will accompany your report on the claims investigated by you with such remarks as may be necessary to a perfect understanding of the matters entrusted to your investigation, in order that the same may be submitted to the provincial Legislature at its approaching session.

I have, &c.,

The Commissioners of Inquiry. (Signed) D. DALY, Secretary.

Encl. 4 in No. 1.

Enclosure 4 in No. 1.

Office of Losses, 1837-8, Wardrobe of the Legislative Assembly,
Montreal, February 11, 1846.

SIR,

I HAVE the honour to transmit to you, by order of the Commissioners to Inquire into the Losses sustained by Her Majesty's Subjects during the Troubles of 1837-8, to be submitted to his Excellency the Administrator of the Province, the following questions, the answer to which will serve as their guidance in the execution of the duties imposed upon them.

The instructions of the 12th December last, transmitted to the Commissioners, differing essentially from the tenor of the Commission by which they have been appointed, as to the persons who have a right to indemnification, what are the powers conferred on the Commission toestablish the classifications required by the instructions?

What are the powers conferred on the Commissioners to call before them the necessary witnesses, and to procure the necessary evidence in order to obtain an exact valuation of the losses?

Are the Commissioners to travel to the different parts of the district, in order to accomplish the object of the Commission?

Is the remuneration of the Secretary left to the discretion of the Commissioners, or reserved for the decision of his Excellency?

I have, &c.,

Hon. D. Daly, Provincial Secretary, &c. &c. &c. (Signed) J. G. BARTHE, Secretary to the Commissioners of Inquiry, &c.

Enclosure 5 in No. 1.

Encl. 5 in No. 1.

Secretary's Office, Montreal,
February 27, 1846.

GENTLEMEN,

THE Administrator of the Government having had under consideration in Council the queries addressed in your behalf by your secretary, in his letter of the 11th instant, I have received his Excellency's commands to communicate to you the following replies for your instruction and guidance.

1. In making out the classification called for by your instructions of the 12th of December last, it is not his Excellency's intention that you should be guided by any other description of evidence than that furnished by the sentences of the courts of law.

2. His Excellency considers that you have no power as Commissioners to call either for persons or papers; and that you must therefore be satisfied with such general evidence as the claimants may produce, or as may enable you to form a general estimate of the losses they have suffered.

3. The object of the Executive Government in appointing your Commission, being merely to obtain a general estimate of the Rebellion losses, the particulars of which must form the subject of more minute inquiry hereafter under legislative authority, his Excellency cannot regard it as necessary that you should travel to the country parts of the district to obtain such particulars.

4. His Excellency has been pleased to fix the rate of your Secretary's remuneration at 1*l.* currency per diem.

I have, &c.

The Commissioners of Inquiry relative to Losses in 1837-8. (Signed) D. DALY, Secretary.

Enclosure 6 in No. 1.

FIRST REPORT of the COMMISSIONERS appointed to inquire into the LOSSES occasioned by the TROUBLES during the years 1837 and 1838, and into the DAMAGES arising therefrom.

To his Excellency the Right Honourable Charles Murray, Earl Cathcart of Cathcart, in the county of Renfrew, K.C.B., Lieut.-General, Administrator of the Government of the Province of Canada, and Commander of the Forces in British North America.

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned have the honour to submit to your Excellency, the Report of their proceedings under the Commission issued on the 24th day of November last, under the seal of his Excellency Lord Metcalfe, the then Governor of this Province, appointing them Commissioners to inquire into the losses sustained during the troubles of 1837 and 1838, and into the damages arising therefrom.

The want of power to proceed to a strict and regular investigation of the losses in question, left the Commissioners no other resource than to trust to the allegations of the claimants, as to the amount and nature of their losses. It is from these data alone, and the general inferences which would be drawn therefrom, that the Commissioners can form an approximate estimate of the sums requisite to cover the amount of damages sustained.

In order to throw more light upon this investigation, the Commissioners have drawn up, as showing the result of their labours, a table exhibiting at one glance the nature and particular circumstances of each claim, making a distinction between losses sustained on property, and those of another description. One column is reserved for the latter, and in it the Commissioners have put down the sums claimed for damages arising from the loss of property destroyed, or carried off, claims for interest, claims for damages sustained from interruption of business or trade, and from the quartering of troops; claims of sums extorted by threats of accusation, or prosecutions on accusation of high treason; damages arising from imprisonment for political misdemeanors, without having been brought to trial; in fine, every claim not relating to the value of property destroyed or carried off, has been placed under that head.

The claims for immovable property are mostly founded on the destruction of buildings by fire, by order of the military authorities or by the volunteers or the insurgents, according to the allegations of the claimants. There are also several claims, to the amount of 2,605*l.* 6*s.* 8*d.* for property destroyed since the troubles, and during the years 1839, 1840, 1841, and 1843, and which is supposed to have been destroyed by the insurgents who took refuge on the frontier, and who are said to have been actuated by political animosity.

The claims on losses of moveable property are alleged in great part to have arisen from the pillaging of the insurgents, or of Her Majesty's troops, or the volunteers. Under this head are a great many claims resulting from the disarming of the population during the troubles which occurred in those years.

There are many particular cases which the Commissioners cannot pass over in silence. Two claims were made in consequence of sickness and infirmities contracted by the claimants while serving as volunteers, without, however, specifying any particular sum. Two other individuals claim for wounds received from one of the insurgents. A third for the loss of a leg in trying to escape from them. Another individual claims a pension of 12*l.* or a capital of 200*l.* for the loss of his mental faculties from bad treatment and illegal imprisonment. A case still more painful is the claims of a mother for the murder of her son, her sole support, by a soldier while escorting property belonging to Her Majesty's Government.

A great number of applications made to the first Commission of Inquiry appointed under the authority of the Ordinance of the Special Council of Lower Canada, chapter 7, in the first year of Her Majesty's reign, have been renewed before the undersigned Commissioners. Some of these have been objects of the investigation of the first Commissioners, and by them approved in whole or part, those interested not being able to receive the amount of their respective allowances for want of disposable funds. Others again were returned as not falling under the above cited Ordinance, which had a less general and more restricted character than the instructions given to the undersigned Commissioners; and finally, others could not be examined on account of the suspension of the first Commission.

These different proceedings appear under their respective headings in the Table, to which we take the liberty to refer your Excellency. The total amount claimed before the old Commission, and renewed before the undersigned Commissioners, is 70,551*l.* 3*s.* 9*d.*, of which 10,292*l.* 4*s.* 1*d.* have been allowed by the first Commission, and have not yet been paid. The amount which they have not recognized, is 59,403*l.* 16*s.* 10*d.*

All the claims which the undersigned Commissioners have recognised, amount to 2176, and represent a sum total of 241,965*l.* 10*s.* 5*d.* divided as follows:—

	£.	s.	d.
Personal property	111,127	4	9
Real property	68,961	7	11
Damages not comprised in the two foregoing heads .	61,876	17	9

This latter sum includes about 9000*l.* for interest; 2000*l.* for quartering of troops, 30,000*l.* indemnity for imprisonment, interruption of business or trade, privation of goods destroyed or carried off, and banishment; and the remainder represents various losses, such as account books, trade effects, and many others which it is needless to detail.

To attain the ends which your Excellency appears to have in view in your last instructions, and in particular to submit to your Excellency an approximate estimate of the sum required to

CANADA.

indemnify those who have sustained losses, the Commissioners have thought it their duty to take into consideration :—1st. Certain parts of the claims which from their nature appear inadmissible, such as the claim for interest. 2nd. The claims themselves, which in many cases are evidently exorbitant; and 3rd, the proportion of the allowances of the first Commissioners, which is 61¼ per centum.

Actuated by these considerations, the Commissioners are of opinion that the sum of 100,000*l.* would be nearly equivalent to the losses suffered, and sufficient to meet the amount of such claims as shall have been the object of a closer examination.

The Commissioners, in the above enumeration, have omitted to mention that different sums, to the amount of 25,903*l.* 15*s.* 7*d.*, are claimed by persons who appear to have been condemned by the court-martial established under the authority of the Ordinance of the Special Council of the province of Lower Canada, passed in the second year of Her Majesty's reign, cap. 3, and copy whereof is submittted along with the present Report.—(*The copy of the sentences is preserved among the files of the Session.*)

The Commissioners have reason to believe that all the claims have not been presented, although notice was given on the 23rd of December last, the day on which the Commissioners commenced their labours; those, however, which may be received hereafter will form the subject of a supplementary Report.

The whole respectfully submitted by the Commissioners.

(Signed) Jos. Dionne.
P. H. Moore.
J. Viger.
Jno. Simpson.
J. U. Beaudry.

Montreal, April 18, 1846.

No. 2.

(No. 38.) No. 2.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
April 30, 1849.

My Lord,

(Received May 22, 1849.)

I have the honour to transmit herewith a petition to Her Majesty the Queen from the members of the Roman Catholic clergy of the city of Quebec.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. 1 in No. 2.

Enclosure 1 in No. 2.

Province du Canada, District de Québec.

À la très Gracieuse Majesté de la Reine.

Qu'il plaise à votre Majesté,

Nous les membres du Clergé Catholique de la Cité de Québec, tant en notre nom, qu'en celui de tout le clergé de l'archdiocèse de Québec, dont nous n'hésitons pas à nous rendre les interprètes, demandons humblement la permission d'approcher du trône de Votre Majesté pour lui exprimer l'indignation et la douleur que nous éprouvons au sujet des insultes inouies en ce pays, auxquelles a été exposé le Représentant de Votre Majesté en cette province, et de l'acte de Vandalisme sans exemple dans aucun pays civilisé commis contre le lieu partout sacré, des Séances Législatives, où se trouvaient déposées sous la garde de l'honneur public, les archives de la Législature, et une des plus belles collections littéraires et scientifiques que possédât l'Amérique, et qui déjà faisoit à juste titre l'orgueil du Canada.

Nous saisissons cette occasion de témoigner à Votre Majesté les sentiments de notre vive confiance dans la justice et l'impartialité qui caractérisent l'administration du Représentant de Votre Majesté en cette province, le Très Honourable Comte d'Elgin et Kincardine; et nous osons exprimer l'espoir que son administration reçevra la gracieuse approbation de Votre Majesté.

Nous prions en même temps Votre Majesté de nous permettre de lui exposer que, dans les circonstances où se trouve actuellement cette colonie, nous considérerions le rappel du Représentant actuel de Votre Majesté, comme un événement dangereux et propre à conduire à l'anarchie, et à une séparation violente de cette colonie d'avec la mère patrie, événement que nous déplorerions du plus profond de notre cœur, et auquel, nous l'espérons, le tout puissant daignera nous soustraire.

Nous prions de plus Votre Majesté de compter sur la loyauté, la fidélité, et l'attachement de ses sujets Catholiques de cette partie de la province du Canada, ci-devant appelée le Bas Canada,

et nous osons assurer Votre Majesté qu'ils regardent comme un bienfait de la Divine Providence, de vivre sous le Gouvernement de Votre Majesté dans un temps où presque toutes les nations civilisées sont en proie aux révolutions et à tous les malheurs qui en sont la suite inévitable.

Pourquoi nous supplions humblement Votre Gracieuse Majesté, de vouloir bien jeter un regard favorable sur notre présente requête, et décider sur icelle, ce que Votre Majesté, en sa sagesse, croira juste et convenable.

Et vos humbles Petitionnaires par devoir et par reconnaissance
ne cesseront de prier.

Quebec, 2 Mai, 1849.

[Here follow 47 signatures.]

(No. 41.) No. 3. No. 3.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
May 3, 1849.

My Lord,

(Received May 22, 1849.)

I have the honour to enclose herewith an extra Canada Gazette, containing an address presented to me by the Legislative Assembly of this province, together with my answer thereto.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 3. Encl. in No 3.

Extract from the "Canada Gazette," dated May 2, 1849.

Province of Canada.

Legislative Assembly, Montreal, April 28, 1849.

Address

To his Excellency the Right Honourable James, Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it Please Your Excellency:

We, Her Majesty's dutiful and loyal subjects, the Commons of Canada in Parliament assembled, have witnessed, with feelings of deep sorrow and indignation, the proceedings of a mob of riotous and disorderly inhabitants of this city, who, in a time of profound peace and tranquillity, have committed several wanton and disgraceful outrages, as well upon persons as property, the most prominent of which is the destruction of the building occupied by the two Houses of Parliament. At such a moment of excitement, we feel it to be due to ourselves and our constituents to assure your Excellency of the devoted loyalty and attachment of the people of Canada to the person and Government of our beloved Sovereign, and of their earnest desire to preserve the connection with the parent state.

We further beg leave to express to your Excellency our deep sense of the justice and impartiality which has uniformly characterized the constitutional Government of your Excellency, while assisted by the counsels of your former, as well as your present advisers, without reference to the policy of either.

While we sincerely hope that the tranquillity of the city is now substantially restored, we feel it our duty to assure your Excellency of our cordial support of any measure which your Excellency may find it necessary to take for the preservation of the public peace; and we pledge ourselves to make good any expense that your Excellency may have found it necessary, or may yet find it necessary, to incur for the accomplishment of that object.

Answer of his Excellency the Governor-General to the Address of the Legislative Assembly, of Saturday, the 28th April, 1849, on the subject of the burning of the building occupied by the two Houses of the Legislature, and the Outrages committed subsequent thereto.

Gentlemen:

I receive with gratitude your loyal and dutiful Address. I lament the outrages of which this city has been the theatre during the few past days, and more especially the destruction of the building occupied by the Houses of Parliament, with the valuable libraries, of which the province had so good reason to be proud.

My confidence in the good sense, moderation, and loyalty of the body of the people is, however in no degree shaken by what has occurred.

It is satisfactory to me to receive the assurance that the course of justice and impartiality which I have followed in the discharge of the functions of my high office meets your approval. That course is prescribed to me by my duty to my Sovereign and to the inhabitants of the province. A free people can hardly fail to discover, in the faithful observance of all constitutional guarantees the best security for the preservation of their rights and liberties.

No efforts will be wanting on my part to secure the preservation of the peace of the city, and I sincerely trust that, by the exertions of the Legislative and Executive authorities, and the co-operation of all the friends of order, this object may be accomplished.

Province of Canada.

District of Quebec.

At a public meeting of the citizens of Quebec, duly called by public notices, and held on the St. Paul-street Market, at Quebec, on the 29th day of April, 1849, to consider on the means of maintaining the freedom of the deliberations of the Legislature, Edward Glackemeyer, Esq., in the Chair; N. Aubin, Esq., Secretary,—the following Resolutions were unanimously agreed to:—

1. *Resolved*,—That the citizens of Quebec, duly convened by public notices, here present, have learned, not only with indignation, but with the greatest grief, the excesses which have taken place in the new capital of Canada, by which an attempt has been made to deprive the Representatives of the country of that freedom which is indispensable to the working of all constitutional and good government, by attacking the Members of the Legislature, and destroying, together with the edifice where the Legislative Assembly held their sittings, archives of greatest importance and a most valuable library, the loss of which is irreparable.

2. *Resolved*,—That this meeting expresses the warmest sympathy and its deepest gratitude for his Excellency the Earl of Elgin, Governor-General, who, notwithstanding threatening demonstrations, made use, without fear, of the power confided to him by the constitution, by giving force of law to a decision of the two other branches of the Government, an act of firmness and justice which has exposed him to outrages unworthy of a civilized people; and lastly, that the citizens of Quebec think it right on this occasion to offer his Excellency their support for the maintenance of public order, of the rights of the Legislature, and for the protection of his person.

3. *Resolved*,—That a Committee be appointed to prepare and sign, in the name of the citizens of Quebec, an address to his Excellency the Governor-General, founded on the two resolutions, and that the following gentlemen do compose the said Committee:—

E. Glackemeyer, L. Prevost, J. P. Rhéaume, N. Aubin, J. Chouinard, M. Robitaille, J. B. Bureau, J. B. Hardy, E. Chinic, Geo. Audet, T. Fournier, W. Venner, D. Rousseau, H. Gauvreau, Jos. Larose, Frs. Nadeau, J. B. Pruneau, Ab. Hamel, Dr. Blanchet, O. Vallières, Luke Brothers, — McKay, H. O'Donnell, P. M. Partridge, John Conners, P. Huot fils, Chs. Chamberland, J. McGuire, P. Allard, P. Fréchette, A. Plamondon, N. Rinfret, Dr. Robitaille, G. H. Simard, P. V. Bouchard, B. McKue, F. Brun.

4. *Resolved*,—That the said address be carried to Montreal, and presented to his Excellency the Governor-General by a deputation composed of the following gentlemen:—

The President and Secretary of the meeting, J. Chouinard, Wm. Venner, Dr. Rousseau, A. Vocelle, J. B. Hardy, J. P. Rhéaume, Jos. Légaré, G. H. Simard, Jos. Larose, John McGuire, Bernard McKue, Dr. Bardy, Hugh O'Donnell, Frs. Defoy, John McGuire, John Conners, Esquires.

After which a vote of thanks to the President and Secretary was adopted by acclamation, a d the meeting dispersed.

Certified, N. Aubin, Secretary.

Quebec, April 29, 1849.

Address

To his Excellency the Right Honourable James, Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency,

We, Her Majesty's dutiful and faithful subjects, the citizens of Quebec, beg respectfully to express to your Excellency that we have learned, not only with indignation but with the greatest grief, the excesses which have taken place in the new capital of Canada, by which an attempt has been made to deprive the representatives of the country of that freedom which is indispensable to the working of all constitutional and good Government, by attacking the Members of the Legislature, and destroying, together with the edifice where the Legislative Assemblies held their sittings, archives of the greatest importance, and a most valuable library, the loss of which is irreparable.

That we further express the warmest sympathy and our deepest gratitude for your Excellency for having, notwithstanding threatening demonstrations, made use, without fear, of the power confided to you by the constitution, by giving force of law to a decision of the two other branches of the Government, an act of firmness and justice which exposed your Excellency to

outrages unworthy of civilized people ; and, lastly, that the citizens of Quebec think it right, on this occasion, to offer your Excellency their support for the maintenance of public order, of the rights of the Legislature, and for the protection of your person.

(Here follow 36 signatures.)

Quebec, April 29, 1849.

To which his Excellency was pleased to give the following answer :—

GENTLEMEN,

I ACCEPT with very sincere gratitude your loyal address. I deplore with you the excesses which have occurred in the city of Montreal; and I grieve to see that any section of persons in this free and intelligent community should act as though they deemed it justifiable to make their views, however unexceptionable they may believe them to be, prevail by violence. I trust that the great body of the inhabitants of the province will discountenance all such attempts, and lend their support, as the citizens of Quebec have done, to the cause of peace and order.

(Signed) ELGIN AND KINCARDINE.

Government House, Montreal, May 1, 1840.

Province of Canada.

DISTRICT OF THREE-RIVERS.

To his Excellency the Right Honourable JAMES, Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

WE, the undersigned Officers of the 4th Battalion of the Regiment of Nicolet, both on our behalf and as representing all the militia of the said battalion, residing in the parish of St. Gregoire le Grand, beg leave respectfully to approach your Excellency—

To express to your Excellency the full and entire satisfaction which has been created amongst the loyal subjects of Her Majesty in this parish and in the province generally, by the wise and impartial administration of the Government during the last two years;

To manifest the sympathy which we feel towards the person of your Excellency and this Government.

We have learnt with feelings of indignation the disgusting insult committed on the person of your Excellency, on the afternoon of the 25th instant, by an ungrateful and insolent rabble.

It is, moreover, with the greatest pain we have learnt the deplorable event of the burning of the Parliament buildings, and the irreparable loss of all their contents.

In conclusion, we take this opportunity of publicly declaring our attachment to Her Majesty's Government, as well as to the person of Her Representative, and of expressing our determination to lend our assistance either for re-establishing or maintaining order, or for protecting your Excellency's person and Government.

(Here follow 31 signatures.)

St. Grégoire, April 28, 1849.

ANSWER to the Officers of the 4th Battalion of the Regiment of Nicolet.

GENTLEMEN, Secretary's Office, Montreal, May 1, 1849.

I HAVE the honour to acknowledge the receipt of the address you have issued to the Governor-General on the occasion of the recent events, and to testify the lively satisfaction with which his Excellency has received that expression of your feelings of loyalty towards Her Majesty's Government, of attachment to the person of Her Representative, of your approbation of his conduct in the Government of this province, and of your loyal determination to lend your assistance either for re-establishing and maintaining order, or for protecting his Excellency's person and Government.

I am commanded by his Excellency to assure you that, after the satisfaction he feels of having performed his duty, there can be no more pleasing reward for him than the approval and affection of the good people he is called upon to govern.

By Command,

JAMES LESLIE, Secretary.

CANADA.
No. 4.

(No. 12.) No. 4.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
May 4, 1849.

My Lord,

(Received May 22, 1849.)

I have the honour to transmit herewith copies of such addresses as have been received since those forwarded to your Lordship on the 3rd instant, No. 41.

Page 11.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 4.

Enclosure in No. 4.

To His Excellency the Right Hon. James, Earl of Elgin and Kincardine, K.T., Governor-General of British North America, &c. &c.

We, the undersigned inhabitants of the town of London, beg to approach your Excellency with unfeigned expression of our respect for your Excellency as a statesman of distinguished ability, and as Her most Gracious Majesty's representative in this province.

We cannot refrain from giving utterance to our entire ahhorrence and disgust at the disgraceful and lawless proceedings of a mob, which have recently taken place at the seat of Government, and more especially of the outrageous assault upon your Excellency, whose constitutional administration of the Government of the province, commands our warmest admiration, and merits the approval of every lover of order and good government.

We beg further to assure your Excellency, that the inhabitants of this section of the province, will, at all hazards, unanimously support the Government in any effort that may he necessary to maintain peace and order in the country, although we do not anticipate that any unusual measures will be required.

Answer.

Gentlemen,

Your loyal and cordial Address affords me the most sincere gratification. I can truly say that it has been my constant study since I assumed the high office which our Gracious Queen has conferred on me, to promote, by all means in my power, the welfare of Canada and the happiness of its people. It is my profound conviction that these important objects will best be attained by a faithful adherence to the principles of constitutional Government, and I rejoice to learn that the enlightened inhabitants of the town of London share that conviction with me.

I thank you for the assurance that the inhabitants of your section of the province will unanimously support the Government in any effort that may be necessary to maintain peace and order, although I concur with you in thinking that no unusual measures will be required.

To his Excellency James, Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada. Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

We, the undersigned inhabitants of the town of Prescott and its vicinity, beg to assure your Excellency, that it has been with feelings of indignation as well as sorrow, that we have heard of the insults offered to your Excellency when returning from the Legislative Council Chamber on the 25th instant, after having signified the Royal Assent to "An Act to provide for the Indemnification of Parties in Lower Canada, whose Property was destroyed during the Rebellion in the years 1837 and 1838," and of the destruction of much property, both public and private, at the city of Montreal, by a large body of persons, in the evening of the same day.

Whatever difference of opinion there may exist amongst us respecting that "Act," we are unanimously of opinion that it offers no justification for such proceedings as we now deplore. We condemn them as alike outrageous and disgraceful, and sincerely hope the principal actors therein, and instigators thereto, may be discovered and punished.

We further beg to assure your Excellency to believe in our unabated attachment to Her Majesty the Queen, and to the constitution which has been conceded to this province, to the principles of which we bear witness your Lordship has strictly adhered during your Govern-

ment; as, likewise, in our determination to give our hearty support to law and order under all circumstances, and especially in opposition to all attempts at intimidation by force and violence, proceed from what quarter they may.

We have, &c.

[Here follow 213 Signatures.]

Prescott, April 30, 1849.

ANSWER.

GENTLEMEN,

I RECEIVE with very sincere gratification your loyal and patriotic Address. I lament with you the excesses which have occurred in the city of Montreal, and their still more disastrous consequence the interruption of trade and the shock given to credit. Let all good men, whatever be their minor differences, unite as you have done to support the cause of order and constitutional government, and these evils will speedily be repaired. Let peace and prosperity be established in Canada, and the indignities which I have personally undergone will at once be effaced from my recollection.

(No. 43.) No. 5. No. 5.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
MY LORD, May 5, 1849.

(Received May 22, 1849.)

I HAVE the honour to transmit herewith, a Petition to the Queen, from certain inhabitants of the city of Kingston, against the Bill for the indemnification of persons in Lower Canada, whose property was destroyed during the rebellion. Your Lordship will observe that the description given of the measure by the petitioners, is in many important particulars inaccurate.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 5. Encl. in No. 5.

To Her Most Gracious Majesty VICTORIA, by the Grace of God, Queen of Great Britain and Ireland, Defender of the Faith, &c., &c., &c.

The Petition of the Undersigned Inhabitants of the City of Kingston, in Canada West,

HUMBLY SHEWETH,

THAT your petitioners have learnt with astonishment, that it is proposed by your Majesty's present Canadian Government to appropriate 180,000*l.* of the funds of the province, to the indemnification of those parties in Lower Canada, who have sustained losses during the rebellions of the years 1837 and 1838.

That your petitioners are given to understand that most of the persons whom it is now proposed to indemnify, were actively and openly engaged in the rebellions of those years; their losses occasioned by their own acts, and suffered whilst in arms against your Majesty's Government.

Your petitioners humbly represent to Your Majesty, that it would be an outrage to the feelings of the loyal inhabitants of the province, and would be affording a premium to high treason, to grant any indemnity to such persons, for losses sustained under such circumstances.

Your petitioners further humbly represent to Your Majesty, that they are sensible that the loyal inhabitants of Lower Canada who sustained losses during the rebellions there, ought to be indemnified. But that the similar losses of Upper Canada having been charged upon a local fund raised in Upper Canada,

Your petitioners deem it an act of injustice to this part of the province to charge upon the consolidated revenue so large a sum as 180,000*l.* for losses sustained in Lower Canada.

Your petitioners humbly pray that Your Majesty will take the matters alleged in this petition, into Your Majesty's gracious consideration, and take such steps thereupon as may seem to Your Majesty most conducive to the dignity of the Crown, and the safety and weal of Your Majesty's loyal Canadian subjects.

And petitioners, as in duty bound, will ever pray.

[Here follow 326 Signatures.]

CANADA.

Despatch from the Right Hon. Earl Grey, Secretary of State.

No. 1. (No. 365.) No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Right Hon. the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, May 18, 1849.

For Lord Elgin's Despatch April 30, 1849, *vide* Papers relative to the Affairs of Canada, presented to Parliament by Her Majesty's Command, May, 1849, page 3.

I HAVE received and laid before the Queen, your Lordship's Despatch of the 30th of April, giving an account of the scenes by which the city of Montreal has been disgraced, and in the course of which the building occupied by the Provincial Parliament has been destroyed by fire.

I am commanded by Her Majesty, to inform your Lordship that while she has received with very great concern, the intelligence of these deplorable events, they have not impaired the confidence which Her Majesty has hitherto felt in your ability and judgment, and that she continues to regard your administration of the affairs of the province, as meriting her entire approbation.

Upon the Act of the Provincial Parliament, which has afforded a pretext fon the outrages which have been committed, it is the duty of Her Majesty's servants to reserve their judgment until we shall be in possession of the full information which you lead me to expect as to its character and objects; but whatever may be the view which may be taken of the merits of that measure, there can be but one opinion as to the guilt of those who in resistance to a law constitutionally passed by the Provincial Legislature, have had recourse to violence of so disgraceful a character, or as to the very serious responsibility incurred by all who have, even by the imprudence of their language, assisted in producing the excitement which has led to such lamentable results. Her Majesty's servants entirely concur with your Lordship, as to the consequences which must follow from submitting to the kind of dictation by which it has been attempted on this occasion to overrule the decision of the legally constituted authorities of the province, and they confidently rely upon your firmness, supported, as I trust you will be, by the Parliament, and the great majority of the people of Canada, to enforce for the future obedience to the law, and to compel those who may disapprove of the measures either of the Legislative or of the Executive Government of the province, to confine their opposition within legal and constitutional limits.

I appreciate the motives which have induced your Lordship to offer the suggestion with which your Despatch concludes, but I should most earnestly deprecate the change it contemplates in the government of Canada. Your Lordship's relinquishment of that office, which under any circumstances, would be a most serious loss to Her Majesty's service, and to the province, could not fail, in the present state of affairs, to be most injurious to the public welfare, from the encouragement which it would give to those who have been concerned in the violent and illegal opposition which has been offered to your government. I also feel no doubt that when the present excitement shall have subsided, you will succeed in regaining that position of "dignified neutrality," becoming your office, which, as you justly observe, it has hitherto been your study to maintain, and from which even those who are at present most opposed to you, will, on reflection, perceive that you have been driven, by no fault on your part, but by their own unreasoning violence.

Relying, therefore, upon your devotion to the interests of Canada, I feel assured that you will not be induced by the unfortunate occurrences which have taken place, to retire from the high office which the Queen has been pleased to entrust to you, and which, from the value she puts upon your past services, it is Her Majesty's anxious wish that you should retain.

I have, &c.,

The Earl of Elgin and Kincardine, &c. &c. &c. (Signed) GREY.

LONDON: Printed by WILLIAM CLOWES and SONS, Stamford Street.
For Her Majesty's Stationery Office.

CANADA.

FURTHER PAPERS

RELATIVE TO

THE AFFAIRS OF CANADA.

(*In continuation of the Papers presented 25th May* 1849.)

Presented to Parliament by Command of Her Majesty.

7TH JUNE 1849.

LONDON:
PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCHES FROM GOVERNOR-GENERAL THE RIGHT HON. THE EARL OF ELGIN AND KINCARDINE.

Number in Series.	Date and Number.	SUBJECT.	Page.
1	May 14, 1849 (45)	TRANQUILLITY restored in MONTREAL	3
		Schedule of Addresses to the Governor, expressive of confidence, and abhorrence of outrages committed at Montreal	4
		Letter from Mr. Brown, extracted from the "Pilot" newspaper	4
2	May 21, 1849 (50)	Expressing fear that Members of Secret Societies are organizing and arming themselves.—Misrepresentation of objects of Indemnity Bill by English writers	5
		Extract from Party Newspaper, of Article in reference to New Police Force, enclosed	6
3	May 12, 1849 (44)	Transmitting copies of various Addresses received . . .	7
4	May 19, 1849 (46)	Transmitting Address on the subject of the recent Outrages, from Legislative Council; and thirty-seven other Addresses on the same subject from various parts of the Province	31
5	May 21, 1849 (47)	Transmitting copy of Communication from Committee appointed at a Public Meeting held in Montreal on the subject of Petition to the Queen, intended to be forwarded to England by Sir Allen M'Nab	46
6	May 21, 1849 (48)	Transmitting copy of Letter to Col. Bruce from Deputation from the Town of Hamilton, with reference to a Petition to the Queen, which the Mayor is said to have sent to England	47

FURTHER PAPERS

RELATIVE TO

THE AFFAIRS OF CANADA.

CANADA.
No. 1.

From Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

(No. 45.) No. 1.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
May 14, 1849.

My Lord, (Received May 23, 1849.)

I have the honour to report that with slight interruptions tranquillity has prevailed in Montreal since the date of my last Despatches. The citizens of all parties begin to perceive that the trade of the town suffers seriously from rioting, and evince a determination to put a stop to it. The Government and Corporation are taking steps for the establishment of an efficient police, on the model of the force instituted by Lord Sydenham, which proved to be so useful. I consider this a very important measure, for it is undoubtedly objectionable that in cases such as the present, the friends of order should place their whole reliance on the military. All other parts of the country are perfectly quiet, and addresses continue to pour in from both sections of the province, expressive of confidence in my administration, and abhorrence of the outrages recently perpetrated in Montreal. I enclose a list of those already received.

2. That the course which I have taken with reference to the Rebellion Losses Bill has excited much irritation against me with a section of the Conservative party cannot I fear be doubted. I have reason also to believe from the extreme virulence and personality with which I have been attacked for some months past by a portion of the opposition press, that the neutrality which I observed during the late elections, and the frankness with which I accepted the ministry imposed on me by the choice of the people, have been deemed in certain quarters an unpardonable dereliction of duty. Nevertheless, I cannot but think that other motives must have conspired with these to induce the promoters of the recent disturbances to direct the hostility of the populace chiefly against me, to the exclusion of others more immediately responsible for the acts complained of.

The course taken by Mr. Papineau, who although he voted for the Rebellion Losses Bill has, in every instance since I sanctioned it, thrown his weight into the scale of the opposition, published letters, such as those of which I enclose copies; the former by a Mr. Brown, a leader in the rebellion; and the latter* by a gentleman, who was the head of the Montreal branch of the Irish Republican League, instituted last summer on this continent, and many other circumstances of a like character which it would be tedious to enumerate, point irresistibly to the conclusion, that among the prime agents in those disgraceful transactions were persons who had little sympathy in the ostensible objects of

* This letter has not been received.

the rioters; but who, calculating on the disaffection produced among the commercial classes by free trade, and on the excitement of the moment, thought the occasion a favourable one for striking at the monarchical principle in the person of the representative of the Queen.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. 1 in No. 1.

Enclosure 1 in No. 1.

SCHEDULE OF ADDRESSES.

Roman Catholic clergy of Quebec.
Town of Niagara.
Town of Three Rivers.
Village of Trent Port.
County of Kamouraska.
City of Montreal.
Corporation of Montreal.
Canada Baptist Union.
City of Toronto.
City of Kingston.
Town of Cobourg.
Brockville.
Indians of London and western districts.
Repentigny, county of Leinster.
St. Anne d'Yamachiche.
Pointe du Lac.
St. David.
Revière du Loup au bas.
Longueuil.
Lachine.
St. Antoine de la Baie.
Carlton-place Library and Mechanic's Institute.
Bathurst District.
County of Glengarry.
County of Leeds.
Township of Edwardsburgh.
Parish of St. Andrews.
Township of Wickham.
Longue Pointe.
Parish of Ste. Genevieve.
Psrish of St. Flavien and Ste. Croix.

Encl. 2 in No. 1.

Enclosure 2 in No. 1.

EXTRACT from the "Pilot."

SINCE Mr. T. S. Brown is desirous to set himself right with his friends in the matter of his signature to the petition for the recall of Lord Elgin, we comply with his request, and insert his explanation of his motives. In one respect, he certainly is more honest than many of his fellow-requisitionists, since he admits he did so as a "distinct approval" of "riotous proceedings," and he sufficiently testifies his admiration of the "British practice" of pelting the Governor, smashing windows, &c. We heartily wish our opponents joy of their convert. Mr. T. S. Brown has not, however, condescended to explain in what manner his loyal feelings have been so acutely outraged in the payment of the rebellion losses, as set forth in the petition which he signed.

To the Editor of the Pilot.

SIR,

As you have deemed my signature to a petition for the recall of Lord Elgin of sufficient importance to demand a paragraph in your paper, I ask, in justice, to be allowed to state frankly, through the same channel, my reasons for so signing.

I signed that petition because there can now be no peace among us while Lord Elgin remains in the country, and peace is desirable for all.

I ask for the disallowance of the Rebellion Losses Bill, because if, as insisted by the Ministry, it be right and proper that parties implicated in the troubles be indemnified,

those who suffered most, the exiles to Bermuda and New South Wales, should be paid first. When a regiment mutinies, every tenth man is sometimes called out and shot, not because he is more guilty than others, but for example. So was an example made of many in Canada, who suffered vicariously for the assumed offences of the masses. To exclude those who had *paid the penalty*, not only of their own offence, but that of others, was mean and mincing, and I detest things mean or mincing, even in "Reformers." On the general principles of the Bill it would be bad taste for *me* to speak, I must be silent; but on this particular feature I am free.

I signed, moreover, as a distinct approval of what are called the "riotous proceedings," for the loyalists had promised to pelt the Governor, and I admired the spirit with which they carried out their determination. The native of a British American colony, I have, like others who have gone before me, a hereditary grudge against colonial governors, as a race who have never been pelted so often as they have deserved. Smashing windows and pelting obnoxious officials have been strictly "British practice" from time immemorial, and consequently may, as such, be considered part and parcel of "responsible government;" it is the only privilege secured to a minority.

I deplore most sincerely the recent destruction of property, but I cannot overlook that more value in property was annihilated by the Governor's sanction to the tariff at five o'clock than was destroyed by the mob at nine; because an Act which, instead of inviting capital and artizans to the country, drives away what we have; banishes that labour which makes property valuable.

I approve of the "proceedings" (apart from the destruction of property), because I believe them to be the commencement of the end, which will annihilate "responsible government" thoroughly and for ever in these provinces. And were the terrific consequences tot he well-being of the people, attendant upon the continuance of this hideous conceit, as plain upon the vision of all as they are to me, we should consider the riddance cheaply purchased. We must have a government of law, not of "will." Each branch of the Legislature must be independent of the other, and executive powers must be separated from the legislative.

I am quite aware that my signing will offend many that I am always sorry to displease; but, appealing to their better judgment, I beg them to recollect that I entered the field of politics on the evening of the 21st May, 1832, and continued, like a knight-errant, battling for others, without seeking companionship or asking reward, at a time, too, when few of my own standing, with an English name, dared appear openly in the "Liberal" ranks of Lower Canada. The sacrifice of personal considerations was great; not one has suffered more in the game of politics than myself. English Liberals were scarce in Montreal when it cost something to be a Liberal. They are plentiful now, when the danger is past, and men are paid for being "Liberals."

On my return to the country, after nearly six years' absence in the far South—far away from a knowledge of passing events in Canada—I found a new shuffle and cut of the political cards. Men that I had left bitter enemies had become sworn friends; others left friends I found at daggers' points; and with antipathies against none, I have endeavoured to remain friends with all, without in any way interfering in the new disputes of (to me) new factions. Responsible government I denounce, not as a party question, but for its own inherent elements. The party in power cannot pretend to be my party of 1837. No; that party has ceased to exist, as a party; and, having joined no other, I imagine that no man has a right to question my exercise of my own best judgment in new issues, upon which I in no way stand committed. Occupied from early morning till late night in busy pursuits, far removed from mere party politics, I have no desire to see my name in print; but having been put there, I may, without presumption, define my own position. I have only time to play my own cards, and cannot follow the run of other people's.

I am, &c.,

Montreal, May 7, 1849. T. S. Brown.

(No. 50.) No. 2. No. 2.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
May 21, 1849.
(Received June 5, 1849.)

My Lord,

Little has occurred during the past week that calls for special report from me. Parliament has continued its sittings without interruption, and got through a good deal of business. The peace of the city of Montreal has not been disturbed. It is, however, much to be feared that the members of some of the secret societies are organizing and arming themselves, and that there exists in certain quarters a determination to seize an early opportunity to make some desperate effort against the Government, though, with what precise object or in what cause, is not known. Of the spirit which animates the leaders in this movement, your Lordship may judge from the enclosed article

CANADA.

in reference to a police force which the Government are now establishing for the protection of the city, which I have extracted from one of the organs of the party.

2. The difficulty of adopting measures of repression adequate to the emergency, at all times, when popular excitement runs high, great in a community constituted as this is, is greviously enhanced in the present instance by the attempt which has been made in certain quarters to make the Indemnity Bill a pretext for stirring a war of races. Had this malignant design been entertained only by persons within the province, it might have proved comparatively innoxious, but when English writers situated at a distance from the scene of strife and danger, seek by passionate appeals to rouse national antipathies among those of their fellow countrymen, whom British Legislation has united politically with a large population of different origin, it is only charity to hope that they have been unwittingly betrayed into a course of proceeding of which they do not justly appreciate the fearful consequences.

3. That more than one-third of the inhabitants of United Canada are of French descent, it is true. It is also true, that the Constitution of the province gives them the same rights and privileges as their brethren of British blood. But as they are numerically weaker, and as Lord Sydenham's representation scheme was notoriously not framed on their interest, it is obvious that wherever the British are as one among themselves, they have a preponderating weight in the councils of the province.

4. In the very teeth, however, of these facts, it has been contended on both sides of the Atlantic, that measures supported by three-fourths of the representatives of the people recently chosen under an electoral system most popular in its character have been carried in defiance of the wishes of the whole British population of the province, and the most outrageous assaults on constituted authority have been justified on this plea.

5. Conscious as I have ever been of its fallacy, I have, nevertheless, thought it better to endure any amount of personal indignity, than to have recourse to measures from which the design of pitting race against race could be inferred. So effectual have been the precautions taken on this head, that no retaliation has been exercised even by political adversaries upon the persons who have been recently guilty of acts of incendiarism in this city, or upon those who are regarded as their instigators. I have waited patiently until the British population of Upper Canada should have had the necessary time to pronounce in favour of law, order, and constitutional government. This it is now doing, with much unanimity and determination, and I trust that the effect will be salutary even on the most violent and misguided of the populace of Montreal. If measures of greater severity should unfortunately become necessary, at least they will not have been resorted to until all milder methods have been exhausted, and until it shall have been made apparent, that the question does not lie between race and race, but between the supporters of constitutional Government, and its implacable foes.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 2.

Extract from a Canadian Newspaper.

Encl. in No. 2.

The new paper which has been started in this city, entitled the "Moniteur Canadien," in the French language, congratulates the city and its inhabitants on the formation of a new police force, horse and foot, and thinks that this force of some one hundred men on foot, and fifty on horseback, will keep down what it is pleased to call the "Party Tory." Now, we beg to inform the "Moniteur Canadien," that men of British birth and blood, as the whole experience of history shows, are not the men to be coerced into anything; they will listen to the arguments of reason, but not to those of hard knocks; those who have at any time tried the conclusion of blows with the Anglo-Saxon race have, we rather think, come off second-best; if they have not, we shall thank our opponents to give us the instances, day and date. The truth of the matter is, that the British population of Montreal, supported, as it knows itself to be, by the rest of the country, does not care one straw for the Ministers, their partizan police, or any other force they may bring. Four thousand men of British blood and sinews, well armed and well ammunitioned, are not to be put down by a police force, and we can only say, from our experience in these matters, that to send a force of mounted police on undisciplined and hard-mouthed horses, into the midst of a mob, such as is that of Montreal, the most

desperate by many degrees that we have ever seen, is simply sending them to certain destruction. Any cavalry, the best disciplined in the world, is comparatively useless in the streets; they want open fields, plenty of room for their career, to be of any real use, but a half-trained squad of mounted men is the most helpless body that can be conceived; half of them at least would be unhorsed at the first attack of the mob. The reason is obvious; trained horses stand the fire of musketry, because they are used to it; the terror with them, if they have any, is of the noise of the discharge, not of the bullets, which they do not see; it is quite another thing with a shower of stones; the horses *see* the stones, as well as *feel* them, and they are naturally thrown into confusion. Such horses, untrained as they are, cannot be managed with one hand, like the horses of regular cavalry, and the rider also, half trained, has as much as he can do to stick to his seat, without any thought of using his weapons. The Government is just wasting the public money in organizing such a corps.

(No. 44.) No. 3. No. 3.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
May 12, 1849.
(Received May 28, 1849.)

My Lord,

I have the honour to transmit herewith, copies of addresses which have been received since those forwarded to your Lordship in my Despatch No. 42, of the 4th instant.

For Lord Elgin's Despatch, No. 42, of May 4, 1849, *vide* Papers relative to the Affairs of Canada, presented to Parliament by Her Majesty's Command, May 25, 1849, page 14.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 3. Encl. 1 in No. 3.

Extract from the "Canada Gazette," dated May 8, 1849.

Province of Canada.—District of Quebec.

Address

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the undersigned, the Archbishop, Bishop, and other members of the Catholic clergy of the city of Quebec, respectfully approach your Excellency to state that we have learned with deep regret the insult which has been offered to your Excellency by a faction in Montreal, and also the acts of Vandalism which have been committed against the place of meeting of the Legislative Assemblies.

We feel assured that our regret is shared by the immense majority of the inhabitants of Canada, who know how to appreciate the wisdom and justice which characterize your Excellency's Government.

We hasten to offer to your Excellency the testimony of our sympathy at the present moment, if it can afford your Excellency any compensation for the pain which those events must have occasioned you.

The firmness and moderation displayed by your Excellency after the deplorable events, which have taken place in the capital of the province led us to hope that it will have the effect of giving greater strength and stability to your Excellency's Government, and of preventing for the future the perpetration of such criminal acts.

We doubt not that your Excellency's just and impartial conduct in the present difficult emergency, will be fully appreciated by our august Sovereign, and receive Her gracious approbation.

We feel that we are warranted in affirming that the sentiments which are herein expressed are shared by all the other members of the clergy of this Diocese, and we doubt not that they, (in conjunction with those whose spiritual welfare is committed to their hands,) will take an early opportunity of reiterating them to your Excellency.

(Signed) +Jos. Archbishop of Quebec;
Quebec, May 2, 1849. +P. F. Bishop of Sidyme, Coadjutor of Quebec;
And 48 Signatures.

REPLY.

To his Grace the Lord Archbishop, his Lordship the Bishop, and other members of the Catholic Clergy of the city of Quebec.

MY LORDS AND GENTLEMEN:

I ACCEPT with great gratification the assurances of sympathy and devotion to our Gracious Queen which the Catholic clergy of the Archbishopric of Quebec have been pleased to address to me in the present circumstances. In administering the government of this province with impartiality and justice, I believe that I discharged a sacred duty, and I find in this sentiment a support which nothing can shake.

The acts of Vandalism which have been committed in the city of Montreal, have caused me the most profound regret, and are deserving of all reprobation. I trust, however, that all good subjects will unite their efforts to secure the maintenane of order and peace.

(Signed) ELGIN AND KINCARDINE.

PROVINCE OF CANADA.—TOWN OF NIAGARA.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned inhabitants of the town of Niagara, beg leave to approach your Excellency with an expression of the utmost confidence in your Excellency's Administration. and of our unqualified detestation of the course recently pursued by the mob at the seat of Government, which resulted in the destruction of the Houses of Parliament and other acts of outrage.

We sincerely trust your Excellency will long continue to rule over us, and that the enemies of order and law may speedily be suppressed and confounded.

[Here follow 150 Signatures.]

Niagara, May 2, 1849.

REPLY.

To the Inhabitants of the Town of Niagara.

GENTLEMEN,

I HAVE received with sincere gratification your address expressive of confidence in my Administration, and of your unqualified detestation of the course recently pursued by the mob at the seat of Government, which resulted in the destruction of the Houses of Parliament and other acts of outrage.

You may rest assured that no exertion will be wanting on my part to preserve peace and order, and to secure for the people of Canada the blessing of Constitutional Government.

(Signed) ELGIN AND KINCARDINE.

PROVINCE OF CANADA.—DISTRICT OF THREE-RIVERS.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the uudersigned, loyal and faithful subjects of Her Majesty, inhabitants of the town of Three-Rivers, respectfully beg permission to inform your Excellency, that we have learned with sentiments of deep regret and indignation of the outrage committed on your Excellency, and the Honourable the Legislative Assembly of this province, and the other disgraceful acts of Vandalism, of which the city of Montreal has lately been the theatre.

We believe it to be our duty under the present circumstances, to rally round the constituted authorities, and to testify to your Excellency personally, and as the representative of our beloved and Gracious Sovereign, how deeply we depore the outrage which has been offered to you while discharging the high functions which Her Majesty has been pleased to confer on you.

We believe it also to be our duty to express to your Excellency the entire confidence which

the inhabitants of this town, as well as those of the province in general, have in your Excellency's Government and in the ministers whom your Excellency has chosen to assist in the administration of the affairs of this province, and we hope that your Excellency will find in the loyalty, love of order, esteem and respect for your Excellency's person, of the immense majority of the inhabitants of the province, ample compensation for the deplorable and scandalous events which have recently occurred in Montreal.

[Here follow 640 Signatures.]

Three-Rivers, April 30, 1849.

REPLY.

To the Inhabitants of the Town of Three-Rivers.

GENTLEMEN:

THE sentiments of kindly feeling and loyalty towards our beloved Queen, which the inhabitants of the town of Three-Rivers testify in their address, afford me the most lively satisfaction. Sincerely do I deplore the scenes of violence of which the city of Montreal has lately been the theatre. I rely with entire confidence in the support of all the friends of order, and I desire to see all classes of citizens united by the bonds of peace and love.

(Signed) ELGIN AND KINCARDINE.

ADDRESS.

To His Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, inhabitants of the village of Trent Port, in the Newcastle district, and others, have heard with feelings of deep sorrow and indignation the proceedings of a mob of riotous and disorderly persons, who have destroyed in a wanton manner the Houses of Parliament and public records of the province.

At such a moment of excitement we feel it to be due to ourselves to assure your Excellency of our devoted loyalty and attachment to the person and Government of our beloved Sovereign, and of our earnest desire to preserve the connexion with Great Britain.

We further beg to express to your Excellency our deep sense of the justice and impartiality which has uniformly characterized the constitutional government of your Excellency, and also our unabated confidence in your Excellency's constitutional advisers.

[Here follow 103 Signatures.]

Town of Trent Port, River Trent, 5th May, 1849.

REPLY.

To the Inhabitants of Trent Port, in the Newcastle district.

GENTLEMEN:

IT gives me sincere pleasure to receive the address, in which the inhabitants of Trent Port, in the Newcastle district, renew, at this period of excitement, the assurance of their devoted loyalty and attachment to the person and Government of our beloved Sovereign, and of their earnest desire to preserve the connexion with Great Britain.

It is very gratifying to me to find that the great body of the intelligent people of Canada approve of the course of justice and impartiality which I have hitherto followed, and in which it is my firm purpose, God willing, to persevere.

(Signed) ELGIN AND KINCARDINE.

RESOLUTIONS.

AT a most numerous and indisputably one of the most respectable ever held in this county, hastily called immediately after the arrival of the news of the hideous riot at Montreal, brought by the newspapers arrived here on Saturday, the 28th instant, and to which hastened all the notability and a great number of the principal inhabitants of the several parishes of this populous country, held at the door of the West Public Hall of the parsonage of Kamouraska (the place being found too limited to admit the assembled crowd), on Sunday, the 29th instant, at 5 p.m.:

Pierre Thomas Casgrain, Esq., lieutenant-colonel of militia and seignior of Rivière Ouelle, was called to the Chair; Majors Vincent Dubé, of Ste. Anne de la Pocatière, and Cyprien LeBel, of Kamouraska, were appointed Vice-Presidents; and Jean Charles Chapais, J.P., of St. Denis, and Ovide Martineau, notary, of Ste. Anne de la Pocatière, Esqrs., requested to act as Secretaries.

The object of the meeting having been explained, the following Resolutions were proposed, and unanimously adopted:—

CANADA.

On motion of Charles Hilaire Têtu, Esq., major of militia, Rivière Ouelle, seconded by Louis Miller, Esq., merchant of Kamouraska :—

Resolved, 1.—That the meeting has learnt with the greatest surprise and the most vivid indignation, by yesterday's newspapers, the news of the scandalous scenes of which the capital of Canada has just been the theatre.

On motion of Alexander Fraser, Esq., notary, of St. André, seconded by Joseph Hudon, Esq., merchant, of St. Paschal :—

Resolved, 2.—That this meeting cannot find expressions strong enough to mark the cowardly conduct of the self-called loyalists of Montreal, who have had the audacity to commit so gross insults and outrages against the worthy representative of Her Most Gracious Majesty the Queen, and when in the exercise of one of the highest functions of his charge.

On motion of David Solyme Marquis, Esq., physician, of Ste. Anne de la Pocatière, seconded by Joseph Réné Beaulieu, Esq., physician, of St. Denis :—

Resolved, 3.—That we feel the most lively and sincere sympathy for his Excellency Lord Elgin, our worthy Governor, his influential Cabinet, the honourable the Legislative Councillors and liberal members of the Assembly, for their just, firm, and independent conduct on that circumstance.

On motion of Thomas Michaud, Esq., physician, of Kamouraska, seconded by Thomas LeBel, Esq., farmer of the same place :—

Resolved, 4.—That the burning of our Legislative House, and still more the destruction of the two provincial libraries, and of the precious documents of all kinds belonging to the archives of the province, deposited therein, are acts unworthy of men living in an enlightened age like the present, and such as will cover their authors with the deepest ignominy, and assimilate them to those hordes of barbarians who, in remote centuries, burnt the valuable library of Alexandria.

On motion of Vinceslas Taché, Esq., seignior of St. Paschal, seconded by Josaphat Bouchard, Esq., captain of militia of Rivière Ouelle :—

Resolved, 5.—That this meeting most pressingly invite his Excellency the Governor-General and the Legislative Chambers immediately to remove to Quebec, the ancient capital of Canada, where a Parliament House is ready, and where, especially, they will be out of the reach of the furious men who have shown their audacity at the seat of Government.

On motion of J. B. Martin, Esq., notary, of St. Paschal, seconded by Pierre Dessaint, Esq., merchant, of Kamouraska :—

Resolved, 6.—That the manifest of the British American League, addressed to the inhabitants of Canada, which has just been published in the newspapers, is a document which would be particularly remarkable for the ridicule by which it is characterized, did it not moreover contain principles as destructive of the franchises and liberty of the great majority of the inhabitants of this province, as insulting to their character as British subjects.

On motion of Honoré St. Torrie, Esq., notary of St. Denis, seconded by Major Desjardins, of Kamouraska :—

Resolved, 7.—That should there be a repetition of the scenes which have carried disorder and destruction in the city of Montreal, this meeting think it to be their duty publicly to express the firm determination of all the loyal inhabitants of this county to co-operate, by all means in their power, to the maintenance of good order and public peace in this province.

On motion of Augustin Martineau, Esq., J. P. of St. Anne de la Pocatière, seconded by Paschal Dumais, Esq., notary, of Kamouraska :—

Resolved, 8.—That far from being intimidated by the nefarious and villainous acts of those infuriated men, carried away by national hatred, we entertain the confident hope that our statesmen, the representatives of the people, will insist the more in completing the business of this session.

On motion of Joseph Garon, Esq., Notary, of St. Denis, seconded by Louis Frenette, Esq., Commissioner of Small Causes, of Rivière Ouelle :—

Resolved, 9.—That this meeting has considered with the greatest scorn and the most grounded indignation, the unqualifiable conduct of Sir A. McNab, in his proposition to the Legislative Assembly, to appropriate, in repairing the acts of unheard iniquity of the incendiaries of our Parliament House, the 100,000*l.* granted as an indemnity for the losses suffered during the rebellion of 1837 and 1838.

On motion of Valence Garon, Esq., merchant, of Ste. Anne de la Pocatière, seconded by Charles Letellier, Esq., merchant, of Rivière Ouelle :—

Resolved, 10.—That the liberal press of this country deserves our thanks, on this painful and unhappy circumstance, for its feeling of reprobation of the act of Vandalism which has just defiled the new capital of Canada, and for its expressions of true loyalty and sincere attachment towards our Gracious Sovereign, and Her worthy representative in this colony, as contained in its last columns, and that it be requested to publish the present resolutions.

On motion of Louis Beaupré, Esq., merchant, of St. Paschal, seconded by François Casgrain, Esq., seigneur de la Rivière Ouelle :—

Resolved, 11.—That this meeting takes the present opportunity to express its approbation to Pierre C. Marquis, Esq., our representative, and to the honourable Amable Dionne and Jean Bte. Taché, our two legislative councillors, for their conduct in Parliament.

On motion of Thomas Bechard, Esq., notary, of St. Denis, seconded by Ludger Têtu, Esq., physician, of Rivière Ouelle :—

Resolved, 12.—That the Chairman of this meeting be instructed to transmit copy of these Resolutions to our representatives, with request to present them to his Excellency and the three branches of the Legislature.

The Chairman having left the Chair, Major LeBel was called to take it; and, on motion of Dr. Déchéne, of St. Paschal, seconded by Alexis Gagné, Esq., merchant, of Kamouraska:—

Resolved, 13.—That thanks are due to the Chairman, Vice-Presidents, and Secretaries, for their conduct at this meeting.

(Signed) P. T. Casgrain, *Chairman.*
Vincent Dube, Cyprien LeBel, } *Vice-Presidents.*
J. Chs. Chapais, Ovide Martineau, } *Secretaries.*

Enclosure 2 in No. 3. Encl. 2 in No. 3.

Extract from the "Canada Gazette," dated May 10, 1849.

City of Montreal.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's most dutiful and loyal subjects, the undersigned inhabitants of the city of Montreal, approach your Excellency with renewed assurances of our devoted loyalty and attachment to Her Majesty's person and Government, and of our anxious desire to maintain inviolate the connexion so happily subsisting between this province and the great empire of which it is an important dependency.

In common with the great majority of our fellow subjects both in Upper and Lower Canada, we have most cordially approved of your Excellency's administration of the government of this province, from the period of your assumption of its highly important duties to the present time. Your Excellency has on all occasions lent your powerful aid to promote the material interests of the people whom you have been called upon to govern. Agricultural associations, railway enterprises, educational establishments, mechanics' institutes, have found in your Excellency their most powerful advocate, and we have felt grateful for the exertions which your Excellency has made to induce the imperial authorities to adopt measures calculated to promote, our commercial interests, to develope the great resources of our country, and to facilitate the settlement of our waste lands. We have observed with the highest satisfaction, that while your Excellency has been the most prominent advocate of all the material interests of the country, in the promotion of which the people of all creeds, parties, and races are able to unite, you have abstained from identifying yourself with local party politics. Imitating the example of our beloved Sovereign, your Excellency has been truly the father of Her Majesty's Canadian subjects. Without reference to their peculiar political views, your Excellency has given a cordial and constitutional support to successive administrations whose policy has obtained the sanction of the Parliament of the country. Such being our deliberate opinion of your Excellency's administration of the Government of this province, we have observed with pain and regret that at a moment of great excitement, when the public peace and tranquillity was disturbed by a mob of rioters, an informal public meeting was held in this city, at which an address to Her Majesty to recall your Excellency was adopted. We beg to assure your Excellency that the great majority of the citizens of Montreal, dissent entirely from the opinions expressed at the meeting referred to; and are prepared to give to your Excellency their cordial support in administering the Government, as you have done hitherto, on constitutional principles, with justice and impartiality, and in maintaining public order, and respect for the laws and the Parliament of the province. We cannot find language strong enough to express our abhorrence of the conduct of the perpetrators and abettors of the outrages which have lately been committed in this city, the most prominent of which were the insult offered to Her Majesty in the person of your Excellency, and the destruction of the building occupied as the parliament house, with the valuable libraries of the two houses, and the public records. We feel strongly that our city has been disgraced by these outrages, but we trust that your Excellency will believe that the conduct of the rioters is viewed with general detestation.

[Here follow 7,686 signatures.]

Reply.

Gentlemen,

I thank you for coming forward at this conjuncture to renew the assurance of your devoted loyalty and attachment to the person and Government of Her Majesty, and of your sincere desire to maintain inviolate the connexion subsisting between this province and the empire of which it forms a part.

On the day on which I assumed the government of the province, I received an Address from the inhabitants of Montreal, in which it was stated that the knowledge acquired in public life by me as a member of the Imperial Parliament and in other situations of high trust, justified the confident and pleasing hope that in the discharge of my important functions as Governor of the province, I should be guided by those constitutional principles which are familiar to British

statesmen, and I observed in my reply, that it would be my study and anxious endeavour to verify these pleasing anticipations, by manifesting a due regard for the wishes and feelings of the people, and seeking the advice and assistance of those who enjoy their confidence. To this pledge I have constantly adhered in administering the Government, and I cannot wonder that you should approve of a course of conduct which is but the fulfilment of a desire unanimously expressed on that solemn occasion by the citizens of Montreal.

In encouraging to the utmost mechanics' institutes, agricultural associations, and educational establishments, and promoting by all other means in my power the material interests of the province, I have performed a duty most agreeable to myself—inasmuch as I have found in these pursuits the only relief I have ever sought from the more oppressive cares of my situation.

I trust that the sad outrages of which the city of Montreal has been recently the theatre, will not again be renewed, and that harmony will be maintained between the citizens of all classes and parties—and while I deeply lament with you that insults should have been offered to the representative of our Queen, I would fain discover some consolation in the belief that by drawing on myself the storm of popular violence, I may have prevented a yet more dread calamity—the breaking out of strife between those who ought to dwell together as brethren—inhabitants of the same land—subjects of the same Queen—and children of the same Father who is in heaven.

(Signed) ELGIN AND KINCARDINE.

CORPORATION OF MONTREAL.

To his Excellency the Right Honourable JAMES Earl of ELGIN and KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

THE MAYOR, ALDERMEN, AND CITIZENS OF THE CITY OF MONTREAL,

TAKE the liberty of approaching your Excellency to express their indignation at the outrage offered to your Excelleucy by unprincipled men, on the 25th ultimo, when in the exercise of the royal prerogative and the performance of your Excellency's constitutional duties; and the renewal of a similar outrage on the 30th of the same month.

The Council of the city of Montreal pray your Excellency to accept the assurance of their sympathy and respect, and the high regard so justly due to your personal qualities and administration.

The Council of the city of Montreal, as the legitimate organ of its citizens, indignantly disclaim and deeply deplore the misconduct springing out of the ignorance, passion and unduteous disregard of individuals which has for the first time in its annals cast a foul stain upon our city.

And to atone as far as may be for the injury done to your Excellency, the City Council beg your Excellency will accept this apologetic expression of their feelings, and the assurance of their unabated attachment to the persons of our most Gracious Sovereign and your Excellency as her fitting representative in this province.

And the Council will never cease to pray for the continued health and happiness of your Excellency.

(Signed) E. R. FABRE, Mayor.

Montreal, May 7, 1849.

REPLY.

GENTLEMEN,

I THANKFULLY receive the expressions of sympathy and respect which you tender to me. I am confident that there can be but one opinion among men of good sense and right feeling with respect to the outrages committed against the representative of the Queen when engaged in the performance of his duties.

In accepting the apologies which you offer for the indignities which I have sustained personally, I beg further to assure you that I retain no other recollection of them but a desire that the perpetrators and their abettors should be brought to sentiments more befitting the members of a civilized community and the subjects of a constitutional government.

(Signed) ELGIN AND KINCARDINE.

CANADA BAPTIST UNION.

To His Excellency the Right Honourable JAMES Earl of ELGIN and KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

As the Executive Committee of the Canada Baptist Union, we hasten to present our loyal and dutiful address, and to testify our indignation at the aggravated insults offered to

your Excellency, in the discharge of your high duties, as the representative of Her Gracious Majesty, and at the lasting disgrace and irreparable injury inflicted on this city and on the country at large by the riots and arson which have been perpetrated in the sacred name of loyalty.

We beg to assure your Excellency of our highest respect for the justice and impartiality with which you have carried out those principles of constitutional government which will secure to these colonies all the rights of British subjects, as well as the honour and profit of British connexion.

Permit us also, acting as a religious body, to express our satisfaction with the University Bill and other useful measures introduced by your Excellency's present advisers, whom we honour as the tried friends of religious liberty and equality.

We may be allowed to add, that the sentiments now expressed are shared in, we believe, by more than 40,000 Baptists in this province.

By Order,
(Signed) Benj. Davies, Chairman.
Montreal, May 3, 1849. J. Girdwood, Secretary.

Reply.

Gentleman, Government House, Montreal, May 8, 1849.

I deeply lament the excesses of which the city of Montreal has been lately the theatre, and I earnestly hope that, by the co-operation of all good men, harmony will be restored, and the injury done to the trade of the city speedily repaired.

The alacrity with which you have come forward at this crisis to express your sense of the justice and impartiality with which I have carried out the principles of constitutional Government, gives me very sincere gratification. You may rest assured that I shall steadily adhere to that course of conduct which alone can, I firmly believe, secure to the inhabitants of these colonies all the rights of British subjects, as well as the honour and profit of British connexion.

(Signed) Elgin and Kincardine.

To the Executive Committee of the Canada Baptist Union.

Toronto.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-Geueral and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's loyal subjects, inhabitants of the city of Toronto, beg leave to express to your Excellency our utter abhorrence of the outrageous insult offered to the sovereignty of our beloved Queen in your Excellency's person, as Her representative, and to the majesty of the law, in the late attack on the Parliament in session—the destruction of the legislative hall, and the public records of the province.

In the passage through the legislature of the Bill, your Excellency's assent to which, in Her Majesty's name, has been made the pretext for incendiarism, and outrage little short of treason, every form known to the Constitution was complied with, and in giving the Royal Assent to that Bill, we recognize your Excellency's compliance with the principles of the Constitution guaranteed to us by the faith of the Imperial Parliament, upon the union of these provinces.

While we readily admit the right of every man to vindicate his honest opinions in a firm and constitutional manner, we rejoice that your Excellency has not suspended the Constitution in deference to an agitation, the tone and character of which, we emphatically pronounce to have been unwarranted by anything which transpired during the discussion of the measure either in or out of Parliament.

Your Excellency's conduct in the administration of the Government from your arrival in this province, has deservedly obtained the confidence of all the lovers of peace, order, and free constitutional government: whatever party has been in power, your Excellency has ever held the balance of the Constitution with a firm and equal hand, giving an admirable example of justice and impartiality in the exercise of your Excellency's high office, under the system of Government rightly conceded to us by our Most Gracious Sovereign.

We cannot refrain from expressing our admiration of the calm and dignified deportment exhibited by your Excellency in the midst of the violent and outrageous attacks upon your Excellency's person; and while we trust that the well-disposed and peaceable members of the community will put themselves into the breach to prevent the effusion of blood, we beg to assure your Excellency that the late riotous proceedings in Montreal meet with unqualified execration of an overwhelming majority of the people of Upper Canada.

We take this opportunity of declaring our conviction that, to deprive us of the constitutional system which we now so happily enjoy, is the object of those who seek the recal of your Excel-

lency, and the dissolution of Parliament, and having confidence in the advisers of your Excellency who are supported by a majority in the Parliament, so lately returned by three-fourths of the inhabitants of this province, we feel assured that your Excellency will be sustained by our Most Gracious Sovereign.

[Here follow 2,370 Signatures.]

REPLY.

GENTLEMEN,

I RECEIVE your truly loyal and patriotic address, with feelings of the most sincere gratification. I regard it as a most auspicious circumstance that the great body of the inhabitants of Upper Canada should come forward at the present crisis to express their abhorrence of violence and anarchy, and their determination to uphold constitutional government in its integrity.

That legislative measures should be so framed as to give unqualified satisfaction to all the members of a large community is hardly to be expected. Everything that is reasonable should be done to achieve this result, but complete success is manifestly unattainable. Political society must therefore pass through a series of convulsions to dissolution unless minorities, when constitutional means of opposition are exhausted, be willing to acquiesce in the determination of majorities expressed through their accredited organs.

Had you not so pointedly referred to it, I should not have alluded to the fact, that petitions are in course of preparation, soliciting my recall. I admit to the fullest extent the right of petition, and all I can say on that head is, that if such petitions are transmitted through me, they shall be forwarded with the request that they be laid respectfully at the foot of the throne.

I am conscious of no other motive in the conduct which I have pursued during my administration of the Government, but a desire to do my duty to my Sovereign, and to the people of the province. I am confident that ere long, justice will be done, not only to my intentions, but also to the wishes of my policy: for I have a profound conviction, that situated as this colony is I best secure not only the liberty of the subject but also the prerogative of the Crown, by co-operating cordially with Parliament in the work of legislation, and acting, not blindly nor passively, but frankly and resolutely on the advice of those who have its confidence.

(Signed) ELGIN AND KINCARDINE.

CITY OF KINGSTON.

To His Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c,

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, the undersigned inhabitants of the city of Kingston, in the Midland District, in that part of the province of Canada heretofore called Upper Canada, beg leave respectfully to express to your Excellency our sincere regret at the wanton and wicked manner in which the honour and dignity of Her Majesty's person and Crown have been insulted in your Excellency's person at the city of Montreal, by a lawless and excited mob, instigated, as we believe, by wicked and factious men.

We further beg to express our sorrow that any number of men could be found in this province, having so little respect for law and order, and the institutions under which we live, as to insult the person of the Queen's representative for exercising in a fearless manner, a constitutional right.

We further beg to express our abhorrence of the wicked and atrocious conduct of the men who instigated an infuriated mob to burn the houses occupied by the Provincial Parliament and the public library; and we sincerely trust that the strong arm of the law will be exerted to bring the offenders to justice.

We assure your Excellency that the little excitement now existing in the province is principally confined to villages and towns, where a small and disappointed minority have excited the same; but that the yeomanry of the country, and the great body of the Canadian people, remain loyal, dutiful, and attached to Her Majesty's person and Government.

We finally beg to express our high sense and approbation of the impartial, constitutional, and enlightened manner in which your Excellency has discharged the important functions of your high office since your arrival amongst us; and that our opinions remain unchanged, notwithstanding the clamouring of men whose deeds are now covered with crimes, outrage and violence; and we feel satisfied that your Excellency will continue to pursue the same constitutional course as heretofore, feeling assured that Her Majesty's Government as well as the great body of the people of this province, will firmly uphold your Excellency in the discharge of your difficult and arduous duties. The manly patriotic and courageous bearing of your Excellency in the time of trial and danger in connexion with your liberal policy, has endeared your Excellency to the great body of Her Majesty's dutiful and loyal subjects in Canada.

And we hereby pledge ourselves to use every constitutional means within our power to sustain the prerogative of the Crown, and to maintain inviolate the constitution under which we have the happiness to live.

[Here follow 1,000 Signatures.]

Reply of His Excellency the Governor General to the Address from the Inhabitants of the City of Kingston.

Gentlemen,

The manly and patriotic sentiments expressed in your Address afford me the most sincere gratification.

The love of order and the love of true liberty are congenial affections. I cannot wonder that they should find a home in the hearts of the great body of the inhabitants of Canada.

As respects myself, the path of duty is plainly marked out before me; and if it be sometimes rugged, I have no reason to complain. I am constrained alike by a regard to the commands of my Queen, and to the best interests of the colony, to administer its government on constitutional principles. By this rule my conduct has hitherto been regulated. I am not conscious of having in any single instance deviated from it; and to it I am resolved consistently to adhere.

(Signed) Elgin and Kincardine.

Cobourg.

To His Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c. &c.

May it please your Excellency:

We, the undersigned inhabitants of the town of Cobourg, beg leave at the present crisis, to assure Your Excellency of our devoted attachment to our most Gracious Sovereign the Queen, and to your Excellency as Her Majesty's representative in this province.

At the same time we cannot refrain from expressing our indignation and regret at the scenes of outrage and violence which the seat of Government has recently exhibited, in the destruction of property, public and private, and in the ruthless violence offered to the person of your Excellency—outrages which were as unprovoked as they are disgraceful, and which nothing can either palliate or justify.

We beg further to assure your Excellency that the course of justice and impartiality invariably pursued by your Excellency, in the discharge of the duties of your high position, has won the respect and gratitude of a vast majority of the inhabitants of this province; and that your Excellency may confidently rely upon the good sense and loyalty of the people to sustain your Excellency in asserting the supremacy of the laws, and in the maintenance and preservation of peace and good order throughout the province.

[Here follow 653 Signatures.]

Reply.

Gentlemen,

These assurances of your attachment to our Gracious Queen, and regard to myself personally, afford me the most sincere gratification.

I shall continue to walk steadily in that path of justice and impartiality in which I have hitherto trod with a firm determination to maintain peace and good order throughout the province, confidently relying on the good sense and loyalty of the great body of the people, of which I receive from all quarters the most cheering proofs.

(Signed) Elgin and Kincardine.

Town of Brockville.

To His Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

May it please your Excellency:

We, Her Majesty's dutiful and loyal subjects, inhabitants of the town of Brockville, humbly beg leave to approach your Excellency for the purpose of expressing our unfeigned regret at the indignity offered to your Excellency, and through your Excellency, as Her Majesty's representative, to our Most Gracious Queen, by the unbecoming display made in our town, on the night of Saturday last, countenanced by a few individuals, who cannot plead ignorance as a palliation of their unjustifiable conduct.

CANADA.

We would also express to your Excellency our abhorrence of the recent outrageous attack at Montreal on the representatives of the people, while engaged in solemn deliberation, and the diabolical destruction of the Parliament building, and with it of the valuable library and records of the Legislature of our country, acts which inflict an indelible stain on the character of the province, insult the good sense and peaceable disposition of the great bulk of its inhabitants, and will we fear tend to injure the public credit, and retard public and private enterprise and improvement.

We deeply sympathise with the injured feelings of your Excellency under the gross insults which have lately been given to your Excellency by lawless assemblies of individuals at Montreal, instigated by those who can be actuated by no other motive than the most reprehensible hostility to your Excellency, for the highly commendable and firm determination which your Excellency has at all times manifested, irrespective of party politics, to fulfil the earnest desire of our beloved Sovereign, that the administration of the government of the province, in reference to our local affairs, should be carried on in accordance with the wishes of its inhabitants, constitutionally expressed through their representatives in Parliament, and a determination which has earned for your Excellency the lasting gratitude of the people of Canada.

We moreover beg to assure your Excellency of our warm attachment to her Majesty and the crown of Great Britain, and of our entire confidence in your Excellency, and your Excellency's advisers, in the provincial Government, and in your and their desire to promote the happiness and welfare of the country.

That your Excellency may long continue to reside among us, and, unawed by faction, to administer the government of Canada with the decision and impartiality which have hitherto characterized your Excellency's administration, is our most ardent prayer.

[Here follow 240 Signatures.]

Reply of his Excellency the Governor-General to the Address from the Inhabitants of Brockville.

Gentlemen,

I sincerely thank you for the alacrity with which you have come forward at this crisis to renew the assurance of your devotion to our Gracious Queen, and to protest against the outrages to which Her Majesty's representative and the two Houses of Parliament have been exposed in the discharge of their high duties. Regular government ceases to be possible if such acts can be prepetrated with impunity.

It is my firm belief that the real interests of Canada require that its Government should be conducted on constitutional principles.

In the path, therefore, which duty marks out for me I shall continue, with God's help, steadily to walk undeterred either by menace or insult.

London and Western Districts.

To His Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

Great Father:

In our hearts we shake you by the hand, and we thank the Great Spirit that he has preserved you amidst the storm of popular excitement.

Great Father:

Your Red Children have no participation in the making or administration of the laws, but they have been taught obedience, and to fear God and honour the powers that be.

Great Father:

Your Red Children have stepped side by side the red coats in defence of Our Sovereign, and we are ready to do so again, Father. Your voice is strong; command, and we are ready to obey.

Great Father:

It delights our eyes to behold the British flag floating in the breeze. We will protect it with our lives, and hover around it to the last.

Father, farewell, we pray to the Great Spirit to protect and preserve you.

[Here follow 8 Signatures.]

In behalf of the chiefs and warriors of the London and Western districts.

Certified, F. B. Clench,
Superintendent Indian Affairs.

30th April, 1849.

Reply.

Children:

I thank you from my heart for the words of kindness which you have spoken.

I well know how sincere is your respect for the powers that be, and how ready you are when duty calls to step beside the red coats, and to protect the flag of Great Britain.

I trust, however, and pray that the blessing of peace may long continue to be enjoyed by you. That you may dwell undisturbed in your quiet homes, practising the arts of agriculture and civilised life, that you may be prosperous and happy as your white brethren.

(Signed) ELGIN AND KINCARDINE.

REPENTIGNY, COUNTY OF LEINSTER.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned, faithful subjects of Her Majesty, inhabitants of the parish of Repentigny, in the county of Leinster, beg respectfully to approach your Excellency to express our just indignation at the grievous burning of the Parliament buildings in the city of Montreal, on the night of the 25th of April last, by a licentious and ferocious mob, unworthy of forming part of a people, and of enjoying that liberty which is common to mankind. An event which is without record in the history of the world as occurring in a time of profound peace.

We sincerely make protestation of our loyalty and inviolable attachment to our Sovereign Lady Queen Victoria, and to Her just, liberal, and paternal Government, which we are ready to defend against all outrages and crimes even of the blackest dye.

We entirely, and without any restrictions, approve of the constitutional administration of the Government of this province by your Excellency since your arrival in the country, and we are determined firmly to support and sustain your Excellency, by every constitutional means, in the administration of the Government of this province.

We desire to state our abhorrence of the atrocious and barbarous acts of Vandalism of the 25th of April last, and shamefully repeated since. We declare that these acts are of a nature to sap and subvert all government, and it is therefore that we are determined to employ all the means in our power promptly to repress such unheard of acts of violence, of maintaining and causing to be respected in this province, order, the laws, the constitution, and peace: We are also prepared and ready to leave our houses and all that is most dear to us, to fly to the succour of Government, to answer any appeal that may be made to us for its defence and maintenance. And in assuring your Excellency of our feelings of thankfulness and of gratitude, we beg you also to believe that we will ever address our supplications and prayers to Heaven for the preservation of the health and prosperity of your Excellency and of your noble lady.

[Here follow 61 Signatures.]

Repentigny, 5th May, 1849.

REPLY.

GENTLEMEN, Secretary's Office, Montreal, May 8, 1849.

THE Governor-General has received with pleasure your protestations of loyalty and of attachment towards our Gracious Sovereign and of Her Government, and with thankfulness the unqualified approbation contained in your address of the administration of the provincial government by his Excellency since his arrival in this country, as well as the expression of your determination to support his Excellency in the constitutional course which he has traced out for himself.

His Excellency trusts that the similar maifestations which he is receiving from all quarters, will have the effect of opening the eyes of those who may still have the intention of troubling the public peace and order.

I have, &c.,

(Signed) J. LESLIE, Secretary.

To the Inhabitants of the parish of Repentigny.

STE. ANNE D'YAMACHICHE.

PROVINCE OF CANADA.—DISTRICT OF THREE-RIVERS.

To His Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE. Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned freeholders, inhabitants of the parish of Ste. Anne d'Yamachiche, in the county of St. Maurice, respectfully approach your Excellency to express our indignation

on the subject of the insults unheard of in our country, to which the representative of Her Majesty has been subjected, and of the act of Vandalism, without example in the annals of a civilized people, against the place of meeting of the Legislative Assemblies where was deposited under the protection of the public honour, the archives of the legislature, and one of the finest literary and scientific collections on the continent of America, and which had already become the just pride of the province.

We pray that your Excellency will accept the expression of the sentiments of gratitude which have penetrated our hearts for the just, impartial, firm, and constitutional conduct which has so pre-eminently distinguished the government of your Excellency.

We, moreover, believe it to be our duty to assure your Excellency that we are firmly decided and resolved to support your Excellency in all efforts to maintain order and the public peace; and that on the first appeal, our loyal and valorous youth will hasten to range themselves around your Excellency and the British flag; proud on such an occasion of showing how much your Excellency has rendered dear to us the ties which bind us to the empire.

We are convinced that the last events which have stained the annals of the city of Montreal (being of a character eminently seditious and of evident revolutionary tendency), will necessarily, if the spirit which induced them is not promptly stifled, lead to anarchy and a violent rupture of the tie which unites this colony to the British empire; an event which we pray God to avert.

We beg to assure your Excellency that the moral assistance of all our population is devoted to your administration, and our physical assistance may be relied on in case of need.

[Here follow 617 Signatures].

Ste. Anne d'Yamachiche, 5th May, 1849.

Reply.

Gentlemen, Secretary's Office, Montreal, May 9, 1849.

I am commanded by the Governor-General to express to you how much his Excellency is gratified by the address which, under the present circumstances, you have presented to him, in which you declare so warmly the loyalty and devotion to the British Crown which animates you. It is a subject of lively satisfaction to his Excellency to understand from you that he has rendered dear to you the ties which unite you to the empire, and he begs that you will accept the expression of his thanks for your approval of his conduct in the administration of the government.

I have, &c.,

(Signed) J. Leslie.

To the Inhabitants of the parish of Ste. Anne d'Yamachiche,
in the County of St. Maurice.

Pointe du Lac.

Province of Canada.—District of Three-Rivers.

To His Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the undersigned freeholders, inhabitants of Pointe du Lac, in the county of St. Maurice, in the district of Three-Rivers, respectfully approach your Excellency to express our indignation on the subject of the insults unheard of in our country, to which the representative of Her Majesty has been subjected, and of the act of Vandalism, without example in the annals of a civilized people, against the place of meeting of the Legislative Assemblies, where was deposited, under the protection of the public honour, the archives of the legislature, and one of the finest literary and scientific collections on the continent of America, and which had already become the just pride of the province.

We pray that your Excellency will accept the expression of the sentiments of gratitude which have penetrated our hearts for the just, impartial, firm, and constitutional conduct which has so pre-eminently distinguished the government of your Excellency.

We, moreover, believe it to be our duty to assure your Excellency that we are firmly decided and resolved to support your Excellency in all efforts to maintain order and the public peace; and that on the first appeal our loyal and valorous youth will hasten to range themselves around your Excellency and the British flag; proud on such an occasion of showing how much your Excellency has rendered dear to us the ties which bind us to the empire.

We are convinced that the last events which have stained the annals of the city of Montreal (being of a character eminently seditious and of evident revolutionary tendency), will necessarily, if the spirit which induced them is not promptly stifled, lead to anarchy and a violent rupture of the tie which unites this colony to the British empire; an event which we would deplore, and which we pray God to avert.

We beg to assure your Excellency that the moral assistance of all our population is devoted to your administration, and our physical assistance may be relied on in case of need.

[Here follow 155 Signatures.]

Pointe du Lac, May 6, 1849.

REPLY.

GENTLEMEN, Secretary's Office, Montreal, May 9, 1849.

I AM commanded by the Governor-General to express to you, how much his Excellency is gratified by the address which, under the present circumstances, you have presented to him, in which you declare so warmly the loyalty and devotion to the British Crown which animates you. It is a subject of lively satisfaction to his Excellency to understand from you that he has rendered dear to you the ties which unite you to the empire; and he begs that you will accept the expression of his thanks for your approval of his conduct in the administration of the government.

I have, &c.,

To the Inhabitants of the parish of Pointe du Lac, in the county of St. Maurice. (Signed) J. LESLIE, Secretary.

SAINT DAVID.

PROVINCE OF CANADA.—DISTRICT OF THREE RIVERS.

AT a general meeting of the inhabitants, freeholders of the parish of St. David, county of Yamaska, held on the 6th May instant, on the subject of an Address to the Governor-General, relative to the late deplorable events which have taken place at the seat of Government, and of an Address to Her Majesty the Queen, against recalling Lord Elgin. J. Wurtele, Esq., was called to the Chair; P. E. Mignault, Esq., was requested to act as Secretary,

After which, the President having explained the object of the meeting, the following Resolutions were unanimously adopted :—

Moved by Moyse Fortier, Esq., seconded by Pierre Mondore, Esq.—

Resolved,—That the proposed address to his Excellency the Governor-General, now read to this meeting, be approved of and adopted.

Moved by Benjamin Thérien, Esq., seconded by Pierre Salois, Esq.:

Resolved,—That the said Address be signed on behalf of all the inhabitants of this parish by the following gentlemen, viz. :—

The Rev. Messire J. Boucher, Ptre. Curé, Messrs. J. Wurtele, B. Thérien, M. Fortier, P. Mondore, P. Salois, E. Bourque, N. Lambert, J. Bergeron, J. B. Commeault, P. E. Mignault, F. Lambert, A. Denoncour, M. Allard, A. Jutras, H. Petit, S. M. Bruneault. A. Mondore.

Moved by Esdras Bourque, Esq., seconded by Mr. Pierre Vanasse:

Resolved,—That the proposed petition to the Queen, now read to this meeting, be approved of.

Moved by Mr. Guilliame Généreux, seconded by Mr. Narcisse Lambert:

Resolved,—That the said petition be signed by all the inhabitants of this parish, and that the signatures be procured by the following gentlemen, with power to add to the number, if necessary, viz. :—Messrs. B. Thérien, J. B. Commeault, M. Fortier, P. E. Mignault, P. Mondore, E. Bourque, P. Salois, O. Verboncour, F. Lambert, and Simon Brouillard.

Moved by Dr. Mignault, seconded by Mr. George Labonne:

Resolved,—That the President of this meeting be requested to transmit the said Addresses, without delay, to the Provincial Secretary.

And after thanks had been voted to the President and Secretary, four cheers for Her Majesty, and three for Lord Elgin, shook the air, and the meeting was dissolved.

(Signed) J. WURTELE, President,

Rivière David, May 6 1849. P. E. MIGNAULT, Secretary.

PROVINCE OF CANADA.—DISTRICT OF THREE RIVERS.

ADDRESS.

To his Excellency the Right Hon. JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Anicent and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned freeholders, inhabitants of the parish of St. David, in the county of Yamaska, respectfully approach your Excellency, to express our indignation on the subject of the insults unheard of in our country, to which the representative of Her Majesty has been subjected, and of the act of Vandalism, without example in the annals of a civilized people,

against the place of meeting of the Legislative Assemblies, where was deposited under the protection of the public honour, the archives of the Legislature, and one of the finest literary and scientific collections on the continent of America, and which had already become the just pride of the province.

We pray that your Excellency will accept the expression of the sentiments of gratitude which have penetrated our hearts for the just, impartial, firm and constitutional conduct which has so pre-eminently distinguished the government of your Excellency.

We, moreover, believe it to be our duty to assure your Excellency that we are firmly decided and resolved to support your Excellency in all efforts to maintain order and the public peace; and that on the first appeal our loyal and valorous youth will hasten to range themselves around your Excellency and the British flag; proud on such an occasion of showing how much your Excellency has rendered dear to us the ties which bind us to the empire.

We are convinced that the late events which have stained the annals of the city of Montreal (being of a character eminently seditious, and of evident revolutionary tendency), will necessarily, if the spirit which induced them is not promptly stifled, lead to anarchy and a violent rupture of the tie which unites this colony to the British empire, an event which we would deplore, and which we pray God to avert,

We beg to assure your Excellency that the moral assistance of all our population is devoted to your administration, and our physical assistance may be relied on in case of need.

[Here follow 18 Signatures.]

River David, May 6, 1849.

Reply.

Gentlemen, Secretary's Office, Montreal, May 9, 1849.

I am commanded by the Governor-General to express to you how much his Excellency is gratified by the address which under the present circumstances you have presented to him, in which you declare so warmly the loyalty and devotion to the British Crown which animates you. It is a subject of lively satisfaction to his Excellency to understand from you that he has rendered dear to you the ties which unite you to the empire, and he begs that you will accept the expression of his thanks for your approval of his conduct in the administration of the government.

I have, &c.,

(Signed) J. Leslie, Secretary.

To the Inhabitants of the Parish of St. David,
in the County of Yamaska.

Riviere du Loup en Bas.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

My Lord,

It is with a sentiment of deep regret that we have learned the insults offered to your Excellency by a portion of the population of Montreal, by throwing missiles at your Excellency's carriage on your return from the Parliament on the 25th instant.

We at the same time congratulate your Excellency that no serious accident happened to you on that occasion.

We were grieved at the same time to learn of the destruction by fire of the House of Parliament, together with all that these buildings contained, a crime committed apparently by the same portion of the populace.

We can assure your Excellency that the population of French origin, and the better disposed portion of the population of British origin, have beheld with great indignation the commission of crimes so atrocious and so audacious in this country under such circumstances.

We can further assure your Excellency, that we have the utmost confidence in your integrity and administration.

We know that your Excellency's administration cannot do all the good which you would wish to do, having their hands tied by the acts of the preceding administrations, which were composed of men who, we believe, were not strangers to the insults which were offered to your Excellency, and to the disastrous events which have occurred.

We trust that the authorities know how to restore and maintain order; and in case of necessity we offer, if your Excellency should think proper to accept them, our most active services to maintain the British North American colonies as the possession of our Most Gracious Queen Her Majesty Victoria.

We have, &c.,

(Signed) Moyse Morin, Lt. Col. 4th Bat. Rimouski.
Alexis Morin, Lt.-Col. 3rd Bat. Rimouski.

Rivière du Loup, 30th April, 1849.

REPLY.

GENTLEMEN, Secretary's Office, Montreal, May 9, 1849.

I AM commanded by the Governor-General to thank you for the promptness with which, at the present crisis, you have conveyed to him the assurance of your readiness to assist in the preservation of the peace, and of the colonies of British North America, as a possession of our most Gracious Queen.

His Excellency thanks you at the same time for the sentiments of sympathy which you express towards him, and of confidence in his integrity and in his administration.

I have, &c.,

(Signed) J. LESLIE, Secretary.

Lt.-Col. Moyse Morin, 4th Bat. Rimouski, and
Lt.-Col. Alexis Morin, 3rd Bat. Rimouski.

Enclosure 3 in No. 3.

Encl. 3 in No. 3.

EXTRACT from the "Canada Gazette," dated May 12, 1849.

LONGUEUIL.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, beg respectfully to express to your Excellency the feelings of the inhabitants of the parish of St. Antoine de Longueuil, on the subject of the deplorable events which have lately taken place in Montreal. Some time since we openly declared, together with the citizens of St. Hyacinthe, St. Hilaire and Chambly, that your Excellency deserved well of Canada.

Since then we have learnt better to appreciate all that this country owes to your Excellency's wisdom, to your firm and sincere anxiety for the public welfare.

We have felt the deepest regret at seeing your Excellency shamefully outraged by a few miscreants, and we protest loudly against such acts, so as to remove from us the stain, which a conduct, more worthy of the savages who formerly inhabited this country than of a civilized people, would otherwise fasten upon it.

We tender to your Excellency the assurance of our sincere sympathy and of entire devotion to your person.

And in so doing, we but repay a debt of justice to a Government that accepted with such alacrity, and put in force with so much energy, the system of responsible government granted to us by the mother country.

Your Excellency's administration, supported by the acts of a ministry who have succeeded in acquiring the confidence of the people, has acquired the confidence of the whole country, and deserves from it the most lasting gratitude.

These unfortunate events are not, however, without their happy results.

They have shown in your Excellency a rare generosity, an heroic greatness of soul, and an imperturbable calmness under circumstances where your Excellency would seem to have required speedy and stern justice: they have shown to the world the real wishes and the weakness of that faction which pretended to have an entire monopoly of loyalty; and they have given to the people an opportunity of showing the faithfulness and devotedness with which they are ready to defend, as they have done before, the Government from foreign and domestic enemies.

(Here follow 1650 Signatures.)

St. Antoine de Longueuil, May, 1849.

REPLY.

GENTLEMEN,

I RECEIVE with gratitude your loyal and affectionate Address. The recollection of the friendly reception I met with from the inhabitants of Longueuil, St. Hilaire, and Chambly, upon the occasion of my last visit to those places, is not effaced from my memory. I have entire confidence in your loyalty and devotion, and I can assure you I will never swerve from the line of conduct which is traced out to me by my duty towards our Most Gracious Sovereign and the people of this province.

Signed ELGIN AND KINCARDINE.

To the Inhabitants of the Parish of Longueuil.

LACHINE.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MY LORD,

WE, the undersigned, inhabitants of the county of Montreal, beg leave respectfully to approach your Excellency, to express our regret and profound indignation at the outrages which have been committed on the person of your Excellency by men without shame or principle, for no other cause than that your Excellency had, in the true spirit of the Constitution, given the Royal Assent to a measure of a purely colonial character, which had met with the approval of the other two branches of the legislature, and of nearly three-fourths of the members of the popular branch. We have further to deplore, that these same men, filled with the spirit of infatuation and insubordination, have burned the Houses of Parliament, with the magnificent libraries and all the archives of the country; and that, not content with the destruction of public property, they have applied the torch of the incendiary to several places in the capital, sacking and burning the property of individuals.

We feel it to be our duty to state to your Excellency, that, approving of your impartial conduct as the representative of Her Majesty in this province, and having implicit confidence in your Excellency's present advisers, and denouncing those men who seek only in trouble and in anarchy the triumph of their principles, or of their ambitious projects, we shall be ready at all times to give to your Excellency that moral and physical support which you may stand in need of, to bring back to order those misguided men, and to re-establish in Canada that peace and security, without which happiness and prosperity cannot exist.

The Canadian militia, who defended the British flag in 1775 and in 1812 against foreign invasion, will be prepared, on the first signal, to rally around your Excellency to ward off from the country the horrors of intestine strife,

The undersigned will ever pray for your Excellency's welfare.

[Here follow 352 Signatures.]

REPLY.

To the Inhabitants of the Parish of Lachine, in the County of Montreal.

GENTLEMEN,

I ACCEPT with gratitude the kind wishes which you express in my behalf. To merit the approbation of our most Gracious Sovereign, and of the people whose interests are confided to my care, is my greatest consolation under present circumstances. On my first arrival in the city of Montreal, an address, which had been passed at a public meeting of the citizens, was presented to me. One of the journals published in the French language, in commenting upon it (this address,) expresses itself in the following words :—

" His Honour the Mayor read the address which had been adopted at the last public meeting, to which his Excellency replied in a manner calculated to gain the approbation of all parties. It is a happy omen for the future, that his Excellency should, at his first interview, have succeeded in inspiring all men with the hope that he will one day be able to re-unite all hearts."

If this omen be not accomplished, be assured at least that it will not be from the want of good will on my part.

(Signed) ELGIN AND KINCARDINE.

ST. ANTOINE DE LA BAIE.

PROVINCE of CANADA.—DISTRICT of THREE-RIVERS.

AT a public meeting of the magistrates, officers of militia, and freeholders of the parish of St. Antoine de la Baie, held in the Court-house on the 7th day of May, to take into consideration the disastrous events which have lately occurred in Montreal,—

Francis Cottrel, Esq., was called to the Chair, and Adolphus Alexander, Esq., Secretary.—

The following resolutions were unanimously adopted.

1st. That this meeting, duly convoked by public notice, have learned with not only indignation, but also the most lively regret, the excess to which the inhabitants of the new capital of Canada have gone, in infringing upon the liberty of the representatives of the country—a liberty which is indispensable to the operations of all constitutions and to every good government,—in insulting his Excellency, the representative of Her Majesty, in attacking the members of the legislature, and in destroying, together with the Houses of Parliament, the records and a valuable library, the loss of which is irreparable.

2nd. That this meeting feels the most lively sympathy and the most profound respect for his Excellency the Earl of Elgin, Governor-General, who, in spite of threatening demonstrations, has exercised (without fear) the power confided to him by the constitution, in giving the force of the law to a decision of the two other branches of the legislature; an act of firmness and justice which has exposed him to disgraceful outrages. This meeting would also express

its confidence in the Ministers who surround his Excellency; and, lastly, this meeting considers it its duty on the present occasion to offer him its assistance for the maintenance of order and the public peace, of the rights of the legislature, and for the protection of his person.

3rd. That a committee be appointed, charged with the preparation and signature, in the name of the freeholders of this parish, of an address to his Excellency the Governor-General, in accordance with the preceding resolutions; and that the following gentlemen form the said committee :—

François Cottrell, President; Joseph Smith, M.D.; A. Alexander; A. L. Gouin; Joseph L. Proulx; J. Cusseau; Jos. Manseau, Major; J. Charpentier, Captain; Jos. Rousseau, N. P.; J. Bte. Barbeau; H. Levêque; A. Proulx; J. Bte. Page; L. Manseau; A. Lacerte; J. Vigneau; P. Blondin, N. P.; A. Lozeau, Major; J. Bte. Pepin, Captain; Ant. Jutras; J. A. Houde; J. Rousseau, N. P.

(Signed) F. Cottrell, Lieut.-Col., President.
A. Alexander, Secretary.

Address.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and ths Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's faithful subjects, the magistrates, officers of militia, and freeholders of the parish of St. Antoine de la Baie, take the liberty of respectfully approaching your Excellency:

To express to your Excellency the full and entire satisfaction which your just and impartial administration of the government has given to Her Majesty's loyal subjects in this parish and throughout the province generally.

To manifest the sympathy which they feel for the person of your Excellency and for your government.

We have learned with feelings of indignation the insult offered to your Excellency's person on the afternoon of the 25th instant, by an ungrateful and insolent mob.

We have also learned with the deepest regret the lamentable occurrence of the destruction by fire of the Parliament buildings, the records, and the libraries, the loss of which is irreparable.

In conclusion, we avail ourselves of the present occasion boldly to declare our attachment to Her Majesty's Government, as also to the person of Her representative; and to express our determination to aid in the re-establishment and preservation of order and peace, and in the protection of the person and government of your Excellency.

[Here follow 24 Signatures.]

St. Antoine de la Baie, May 8, 1849.

Reply.

Gentlemen, Secretary's Office, Montreal, May 10, 1849.

I am commanded by the Governor-General to request that you will thank the signers of the address adopted at a public meeting of the magistrates, officers of militia, and freeholders of the parish of St. Antoine de la Baie du Febvre, on the 7th instant, expressing their full and entire satisfaction with his Excellency's just and impartial administration of the Government, for the sentiments of sympathy for his person and of attachment to Her Majesty's Government, and their determination to aid in the restoration of order and peace.

I have, &c,

Lieut.-Colonel Cottrell,
A. Alexander, Esq.

(Signed) J. Leslie, Secretary.

Carleton Place Library and Mechanics' Institute.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the members of the Carleton Place Library and Mechanics' Institute, have learned with the deepest sorrow that you, our noble and esteemed patron, have been subjected to a series of cowardly and brutal insults and injuries by a portion of those who profess to be our loyal fellow subjects. Removed as we are from the immediate scene of such outrages, and keenly sympathising with your Excellency, we can also pity the men and their abetters who are so utterly devoid of every principle of virtue, honour, and true loyalty, as to take any satis-

faction in such despicable pranks as those by which they have endeavoured to annoy your Lordship.

It is pleasing, however, to reflect that our patron is a nobleman, not only by artificial rank, but also according to the loftier standards of morality and intellect, and as such, your Excellency will be enabled truly to appreciate the insane proceedings of your abusers.

We also beg leave to assure your Excellency of our firm belief that since your first assumption of the government of this province, you have acted according to the strictest principles of impartial justice which so peculiarly characterize the British Constitution, and by which the best interests of the subject can be effectually secured, and we are not without the consoling hope that when the vapouring spirit of passion and prejudice shall have passed away, the name of Elgin the Bruce will continue to brighten on the page of history as the noblest Governor of Canada.

Signed in the name and by order of the office-bearers and members.

(Signed) James Duncan, President.
David Lauson, Secretary.

Reply.

Sir, Secretary's Office, Montreal, May 11, 1849.

I have had the honour to receive and lay before the Governor-General the address of the office-bearers and members of the Carleton Place Library and Mechanics' Institute, transmitted with your letter of the 7th instant.

His Excellency commands me to state, in reply, that he has read the sentiments therein expressed with sincere pleasure. The constant endeavour and desire of his Excellency since his first assumption of the government of his province has been to administer that government on strictly constitutional principles, and it is highly gratifying to his Excellency to find that his efforts so to do have received the approval of the great mass of the intelligent and respectable inhabitants of the province.

I have, &c.
(Signed) J. Leslie, Secretary.

Bathurst.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's dutiful and faithful subjects, inhabitants of the Bathurst district, assembled in public meeting, called on requisition by the sheriff, beg respectfully to express to your Excellency that we have learned not only with indignation, but with heartfelt regret, the excesses lately committed at the capital of the province, by which an attempt has been made to deprive the representatives of the country of that freedom which is indispensable to the working of all constitutional and good government, by attacking the members of the Legislature and destroying, together with the edifice where the Legislative Assemblies held their sittings, archives of the greatest importance, and two most valuable libraries, the loss of which is irreparable.

That we further express the warmest sympathy and our deepest gratitude to your Excellency, for having, notwithstanding threatening demonstrations, made use, without fear, of the power confided to you by the constitution, by giving force of law to a decision of the two other branches of the Government, an act of firmness which has exposed your Excellency to outrages unworthy of a civilized people.

And lastly, that the inhabitants of the Bathurst district, feeling the utmost confidence in the integrity and ability of your Excellency and your constitutional advisers, and deprecating as they do, all violent and disorderly opposition to the constitution and authorities thereunder, feel bound to stand by your Excellency in the maintenance of the public order, the rights of the Legislature, and for the protection of your person.

Signed in behalf of and in conformity with a resolution of the meeting.

(Signed) Andrew Dickson, Chairman.

Perth, May 5, 1849.

Reply to the Inhabitants of the District of Bathurst.

Gentlemen,

I am much gratified by the alacrity with which you have come forward to protest against the attempt which has recently been made to deprive the representatives of the country of that freedom which is essential to the working of constitutional government, and to express your readiness to support me in the maintenance of public order.

You may rely on my firm determination to persevere in that course of conduct which my duty as a constitutional Governor marks out for me, and to co-operate cordially with the other

branches of the Legislature, in passing such measures as may be calculated to promote the public good, and to develop the resources of this noble province.

(Signed) ELGIN AND KINCARDINE.

Encl. 4 in No. 3.

Enclosure 4 in No. 3.

EXTRACT from the "Canada Gazette Extra," dated May 12, 1849.

PROVINCE OF CANADA.—GLENGARRY.

To his Excellency The Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

THE inhabitants of the county of Glengarry assembled at a public meeting in the heart of the county, and convened by a formal and most numerously signed requisition, approach your Excellency to express the astonishment and indignation with which they have heard of recent proceedings in the city of Montreal, and to assure your Excellency of their continued devotion to the British Crown, and their respect for, and attachment to the person of your Excellency.

The Glengarry settlement was originally formed by the united empire loyalists principally of Scottish birth, men who at the breaking out of the American Revolution were residents in the then revolted colonies, and who, at the call of their King, rallied round the Royal Standard, rather preferring to forsake, as they did, their wives, their children, and their homes, than be found wanting in their allegiance to their lawful Sovereign. That stock has been largely increased by yearly accessions, chiefly from the Highlands of Scotland; it becomes us not to speak of our public services, but this much we may say, that the men of Glengarry have been ever among the foremost to rally round the Sovereign when the peace of the province has been threatened whether by foreign aggression or internal disorder.

We beg to assure your Excellency, that what our fathers were in days gone by, the present generation still are; that our loyalty towards our beloved Queen and admiration of her wisdom and character, are as fervent as ever; that our hearts still burn with warm love to the land of the Gael: and that should danger ever again threaten the sway of the British Sovereign on this continent, we are ready to sound the Pébroch once more and gather the clans round the standard of the empire.

Our highest aspirations for Canada are that she may continue to flourish under the kindly protection of the British flag, enjoying the full privilege of that constitution under which the parent land has risen to so lofty an eminence; with this, United Canada has nothing to covet in other lands; with less than this, no true Briton would rest satisfied.

During your Excellency's administration of the affairs of this province, we have observed with high satisfaction, and warm gratitude, the undeviating adherence to the theory and practice of British representative Government which has marked your Excellency's public conduct; and we have rejoiced to feel, that at last Canada is ruled constitutionally: and with high gratification we have seen that the constitutional government, for which all true lovers of their country have long sought, has brought with it the benefits we anticipated. During the present session of Parliament your Excellency's Administration have brought before the country a series of public measures, able, patriotic, and practical, such as many successive years of the old system of government have never exhibited.

Under these circumstances we have heard with deep regret and shame, that a band of lawless men at the seat of Government, with the intention of overawing the Legislature and government of the country, have trampled the laws under foot, personally insulted your Excellency, and dared to commit the most wanton acts of riot and incendiarism.

We feel that at such a moment, it is the duty of all good citizens of every creed to rally round your Excellency, and strengthen the hands of government for the preservation of peace and order. The personal insult offered to your Excellency has inspired one feeling of indignation, and we desire to express the high esteem which we entertain for your Excellency's character and conduct.

We earnestly pray that your Excellency may long continue to rule this noble province, on the same sound constitutional principles which have heretofore guided your conduct, with the high confidence of our Sovereign, and the love and gratitude of the Canadian people.

[Here follow 10 Signatures, Members of Deputation.]

Glengarry, May 7, 1849.

REPLY.

MEN OF GLENGARRY:

MY heart warms within me, when I listen to your manly and patriotic address.

I recognise in it evidence of that vigorous understanding which enables men of the stock to which you belong to, prize as they ought to be prized, the blessings of well-ordered freedom;

and of that keen sense of principle which prompts them to recoil from no sacrifice which duty enjoins.

The men of Glengarry need not recapitulate their services. He must be ignorant indeed of the history of Canada, who does not know how much they have done and suffered for their Sovereign and their country.

You inhabit here a goodly land. A land full of promise, where your children have room enough to increase and to multiply, and to become with God's blessing, greater and more prosperous than yourselves. But I am confident that no spell less potent than the gentle and benignant control of those liberal institutions which it is Britain's pride and privilege to bestow on her children, will ensure the peaceful development of its unrivalled resources, or knit together into one happy and united family the various races of which this community is composed.

On this conviction I have acted, in labouring to secure for you, during the whole course of my administration, the full benefit of constitutional government. It is truly gratifying to me to learn that you appreciate my exertions. Depend upon it, they will not be relaxed. I claim to have something of your own spirit. Devotion to a cause which I believe to be a just one—courage to confront if need be, danger and even obloquy in its pursuit—and an undying faith that God protects the right.

(Signed) ELGIN AND KINCARDINE.

COUNTY OF LEEDS.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, inhabitants of the county of Leeds, in the district of Johnstown, beg leave to assure your Excellency of our most hearty disapprobation of the outrages lately perpetrated in Montreal, by a band of men disaffected to the institutions of the country, and it is our desire to assure your Excellency of our firm determination to support, by every means in our power, your Excellency's endeavours to discharge your duty as Her Majesty's representative in Canada.

We beg to assure your Excellency, that we feel the utmost confidence in the integrity and ability of your Excellency, and of your Excellency's present advisers, and we feel also certain, that a very large majority of the inhabitants of the country view with abhorrence the late disorderly and revolutionary attacks upon the constituted authorities of the land.

We beg to suggest to the consideration of your Excellency, the propriety of removing the government from a city where it is evident that the public records are no longer in safety—the head of the government is daily insulted—the personal security of our representatives is endangered, and the freedom of opinion and deliberation destroyed.

That your Excellency may long continue to reside among us, and unawed by faction, to administer the government of Canada with the decision and impartiality which have hitherto characterized your Excellency's administration, is our most ardent prayer.

[Here follow 3,631 Signatures.]

County of Leeds, May 2, 1849.

REPLY.

GENTLEMEN,

IT is truly gratifying to me that the loyal and intelligent inhabitants of the county of Leeds should come forward in such large numbers and with such generous enthusiasm, to express their confidence in my administration of the Government, their disapprobation of the outrages lately committed in Montreal, and their determination to support by every means in their power, my endeavours to discharge my duty as Her Majesty's representative in Canada.

It were, indeed, much to be regretted, if it should be found necessary to change the seat of Government for reasons such as you have assigned.

So long as I am honoured by the confidence of our Gracious Queen, and permitted to administer the government with entire justice and impartiality, I shall esteem it a high privilege to be the Governor of Canada, but I feel that on any other conditions, my sojourn among you would neither be creditable to myself nor profitable to you.

(Signed) ELGIN AND KINCARDINE.

TOWNSHIP OF EDWARDSBURGH.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned freeholders and householders of the township of Edwardsburgh, in the Johnstown district, Canada West, beg leave to approach your Excellency at this time, to express our indignation and horror at the proceedings of the mob in Montreal on a late occasion, and we pray that your Excellency may be enabled to bring to condign punishment the authors, abettors and perpetrators of such outrages.

We beg to assure your Excellency that our affection for the Mother Country has been much enhanced since the present system of government has come into operation, and we have the highest and most enduring confidence in your Excellency's ability and impartiality to successfully conduct the business of the country under such system.

We further beg to say that we place the fullest reliance in your Excellency's present advisers, and augur much good to the country from their labours in conjunction with your Excellency in the present important crisis in our affairs.

[Here follow 23 Signatures.]

Edwardsburgh, April 30, 1849.

REPLY.

SIR, Secretary's Office, Montreal, May 12, 1849.

THE Governor-General commands me to inform you that he has received with sincere satisfaction the address signed by you and the freeholders in general of the township of Edwardsburgh.

The melancholy events which have recently disgraced this city have been attended by this advantage, that they have afforded the good and loyal people of the province an opportunity of testifying their devotion to our Gracious Queen, and their attachment to the ties which bind them to the Mother Country.

His Excellency trusts that such loyalty and patriotism may ever be the distinguishing characteristics of the inhabitants of this great colony.

I have, &c.,

(Signed) J. LESLIE, Secretary.

Wm. B. Imrie, Esq., Spencerville, C. W.

SAINT ANDREWS.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects the inhabitants of the parish of Saint Andrews, in the eastern district of Canada West, beg leave to approach your Excellency with sentiments of deep regret and indignation at the outrageous insult heaped upon our beloved Sovereign in the person of your Excellency by a reckless and lawless mob, and whose recent conduct is calculated to entail disastrous consequences on our native and adopted country, and endless shame and infamy on themselves.

We hurriedly and briefly beg leave to tender to your Excellency the cordial assurance of our unalterable attachment to British connexion, British Constitution, and the majesty of our laws, with our determination to maintain the Sovereign's honour, Crown, and dignity by whomsoever assailed.

We cannot conclude without expressing our abhorrence of the violence offered your Lordship, whose noble name stands forth so prominent in the annals of our father land, and will ever command our warmest admiration.

[Here follow 105 Signatures.]

REPLY.

SIR, Secretary's Office, Montreal, May 12, 1849.

THE address of the inhabitants of the parish of Saint Andrews, in the Eastern District, C. W., transmitted by you, has been received and laid before the Governor-General.

The loyal and patriotic sentiments expressed in that address have afforded his Excellency much gratification.

The assurances of personal esteem are peculiarly gratifying as coming from his own countrymen. His Excellency trusts that he will not forfeit that esteem by any act of his.

I have, &c.,

(Signed) J. Leslie, Secretary.

Donald MacDonald, Esq., Saint Andrews, C. W.

Wickham.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's dutiful and faithful subjects the inhabitants of the township of Wickham, in the county of Drummond, beg respectfully to express to your Excellency that we have learned not only with indignation, but with the greatest grief, the excesses which have taken place in the city of Montreal, the daring and most outrageous attempts and actions committed by a mob of the most degraded persons to deprive the representatives of the country of that freedom which is indispensible to the working of all constitutional and good government, by attacking the members of the Legislature, and destroying, together with the edifice where the Legislative Assemblies held their meetings, archives of the greatest importance, and a most valuably library, the loss of which is irreparable.

That we further express the warmest sympathy and our deepest gratitude for your Excellency for having, notwithstanding threatening demonstrations made use of, without fear, of the power confided to you by the constitution, by giving force of law to a decision of the two other branches of the Government, an act of firmness and justice which exposed your Excellency to outrages unworthy of civilized people; and lastly, that the inhabitants of the said township of Wickham think it right on this occasion to offer your Excellency their support for the maintenance of public order, of the rights of the Legislature, and for the protection of your person.

[Here follow 87 Signatures]

Wickham, May 10, 1849.

Reply.

Sir, Secretary's Office, Montreal, May 12, 1849.

I am commanded by his Excellency the Governor-General to request that you will convey to the inhabitants of the township of Wickham his Excellency's warmest thanks for their loyal and dutiful address presented by you.

His Excellency discovers in the sentiments expressed in the address of the loyal inhabitants of Wickham that love of order, that respect for the supremacy of the law, and that devotion to our beloved Sovereign, which are the noblest characteristics of good citizens and subjects, and upon the prevalence of which must essentially depend the material and moral advancement and prosperity of the people of this province.

His Excellency desires also to express to the inhabitants of Wickham his cordial thanks for the zealous tender of service contained in their address, and to assure them of his firm reliance on their disposition and ability to co-operate in upholding Her Majesty's Government and the free institutions of the country.

I have, &c.,

(Signed) J. Leslie, Secretary.

R. A. Watts, Esq., M.P.P., Montreal.

Longue Pointe.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's most dutiful and loyal subjects, the undersigned inhabitants of the county of Montreal, approach your Excellency with renewed assurances of our devoted loyalty and attachment to Her Majesty's person and Government, and of our anxious desire to maintain inviolate the connexion so happily subsisting between this province and the great empire of which it is an important dependency.

In common with the great majority of our fellow-subjects both in Upper and Lower Canada, we have most cordially approved of your Excellency's administration of the government of this province, from the period of your assumption of its highly important duties to the present time. Your Excellency has on all occasions lent your powerful aid to promote the material interests

of the people whom you have been called upon to govern. Agricultural associations, railway enterprises, educational establishments, mechanics' institutes, have found in your Excellency their most powerful advocate, and we have felt grateful for the exertions which your Excellency has made to induce the imperial authorities to adopt measures calculated to promote our commercial interests, to develop the great resources of our country, and to facilitate the settlement of our waste lands. We have observed with the highest satisfaction that while your Excellency has been the most prominent advocate of all the material interests of the country, in the promotion of which the people of all creeds, parties, and races are able to unite, you have abstained from identifying yourself with local party politics. Imitating the example of our beloved Sovereign, your Excellency has been truly the father of Her Majesty's Canadian subjects. Without reference to their peculiar political views, your Excellency has given a cordial and constitutional support to successive administrations whose policy has obtained the sanction of the parliament of the country. Such being our deliberate opinion of your Excellency's administration of the Government of this province, we have observed with pain and regret that at a moment of great excitement, when the public peace and tranquillity was disturbed by a mob of rioters, and an informal public meeting was held in the city, at which an address to Her Majesty to recal your Excellency was adopted. We beg to assure your Excellency that the great majority of the inhabitants of Longue Pointe dissent entirely from the opinions expressed at the meeting referred to, and are prepared to give to your Excellency their cordial support in administering the Government, as you have done hitherto, on constitutional principles, with justice and impartiality, and in maintaining public order, and respect for the laws and the Parliament of the province. We cannot find language strong enough to express our abhorrence of the conduct of the perpetrators and abettors of the outrages which have lately been committed in the city, the most prominent of which was the destruction of the building occupied as the Parliament House, with the valuable libraries of the two houses, and the public records. We feel strongly that the city has been disgraced by these outrages, but we trust that your Excellency will believe that the conduct of the rioters is viewed with general detestation.

[Here follow 234 Signatures.]

STE. GENEVIEVE.

To His Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned, inhabitants of the parish of Ste. Geneviève, in the county of Montreal, venture to approach your Excellency, to represent—

That it is with sentiments of lively regret and of profound indignation that we have learned that on the 25th day of April last your Excellency, as the representative of Her Majesty in this province, was insulted, in the city of Montreal, in the execution of the Royal Power, by an unruly mob, who, during the most profound tranquillity, and under cover of night, conducted themselves with such brutality and blindness as to destroy by fire the Houses of Parliament, with all the records which they contained, and which interested the whole province.

That your Excellency may rely on our loyalty and attachment to our Sovereign Lady the Queen, and on our full and entire approbation of your Excellency's constitutional administration of the government of this Province since your arrival in this country, which has always been in accordance with the wishes of the majority of the people, and of your choice of Ministers from amongst persons well qualified and who possessed their confidence.

That every good subject who has at heart the welfare and prosperity of the Province, renders himself chargeable with unpardonable apathy, by not coming forward and showing himself determined zealously to support your Excellency, by all constitutional means, in an administration of the government of the Province, so wise and so liberal, and to repress and prevent the recurrence of such acts of violence and Vandalism as those of the 25th of April last, which are of such a nature as to undermine and subvert all government.

That we are prepared to answer any call of the Government to maintain order, the laws, the constitution, and the peace of the Province, and cause them to be respected.

And we will ever pray, &c.

[Here follow 192 Signatures.]

Ste. Geneviève, 3rd May, 1849.

REPLY.

SIR, Secretary's Office, Montreal, May 10, 1849.

I HAVE to request you, and the inhabitants of the parish of St. Joseph de la Rivière des Prairies, to accept the Governor-General's sincere thanks for the expression of their loyalty and attachment to our Sovereign, and of their full and entire approbation of his administration of the Government, as well as of their regret for the insults to which his Excellency has been exposed, and their determination to maintain order, the laws, the Constitution, and the peace of the province, and to cause them to be respected.

CANADA.

You will please convey the above expression of his Excellency's sentiments to the subscribers to the addresses from the inhabitants of Longue Pointe and Ste. Geneviève, transmitted with your letter of the eighth instant.

I have, &c.,

Lieut.-Colonel Jobin, M.P.P. (Signed) J. Leslie, Secretary.

St. Flavien and Ste. Croix.

Province of Canada.—District of Quebec.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c.

May it please your Excellency:

We, the undersigned, inhabitants of the parishes of St. Flavien and Ste. Croix, in the county of Lotbinière, respectfully approach your Excellency to express our indignation on the subject of the insults unheard of in our country, to which the representative of her Majesty has been subjected, and of the act of Vandalism, without example in the annals of a civilized people, against the place of meeting of the Legislative Assemblies, where was deposited under the protection of the public honour, the archives of the Legislatures, and one of the finest literary and scientific collections on the continent of America, and which had already become the just pride of the province.

We pray that your Excellency will accept the expression of the sentiments of gratitude which have penetrated our hearts for the just, impartial, firm, and constitutional conduct which has so pre-eminently distinguished the Government of your Excellency.

We, moreover, believe it to be our duty to assure your Excellency that we are firmly decided and resolved to support your Excellency in all efforts to maintain order and the public peace; and that on the first appeal our loyal and valourous youth will hasten to range themselves around your Excellency and the British flag; proud on such an occasion of showing how much your Excellency has rendered dear to us the ties which bind us to the empire.

We are convinced that the late events which have stained the annals of the city of Montreal (being of a character eminently seditious and of evident revolutionary tendency), will necessarily, if the spirit which induced them is not promptly stifled, lead to anarchy and a violent rupture of the tie which unites this colony to the British empire; an event which we would deplore, and which we pray God to avert.

We beg to assure your Excellency that the moral assistance of all our population is devoted to your administration, and our physical assistance may be relied on in case of need.

[Here follow 1,288 Signatures.]

Ste. Croix, May 6, 1849.

Reply.

Rev. Sir, Secretary's Office, Montreal, May 10, 1849.

The Governor-General commanded me to convey to you and to your parishioners who signed the address transmitted by you, his Excellency's thanks for the sentiments of loyalty towards the British crown, of confidence in his Excellency's administration of the Government, and of sympathy for his person contained in the same, and for the expression of their determination to aid to the utmost of their ability in the maintenance of constitutional order and the public peace.

I have, &c.,

The Rev. J. B. Potwin, Ste. Croix, District of Quebec. (Signed) J. Leslie, Secretary.

No. 4.

(No. 46.) No. 4.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal.
May 19, 1849.
(Received June 5, 1849.)

My Lord,

I have the honour to transmit herewith, a copy of an address presented to me on the subject of the recent outrages by the Legislative Council, and of my reply thereto; and also copies of addresses which have been received since my Despatch, No. 44, 12th May, 1849. The addresses to the same purport already received by me exceed 120 in number.

37.
Page 7.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey.
&c. &c &c.

CANADA.

Encl. 1 in No. 4.

Enclosure 1 in No. 4.

SCHEDULE OF ADDRESSES. (38.)

Legislative Council.
Port Stanley.
Woodstock.
Baptist Church of Woodstock.
Bishop of Bytown.
Maitland.
Parish of St. Joseph de la Rivières de Prairies.
Parish of St. Ours.
Parish of Ste. Marguerite de Joliette.
Parish of St. Germain and Ste. Cécile.
Parish of St. Jerome.
Parish of Lotbinière.
Parish of Charlesbourg.
Parish of St. Thomas and Village of Monturgnay.
County of L'Islet.
County of Hastings.
St. Thomas.
Temperanceville.
Grand Jurors, London District.
Adolphustown and Fredericksburgh.
Jurors, Brook District.
Township of Woolford.
Township of Dorchester.
Township of Clarence.
St. Jude, St. Aimé, and St. Denis.
St. Leon and Ste. Paulin.
Officers of 1st battalion Bellechasse Militia.
Côté des Neiges and St. Luc.
St. Jean Chrysostome.
L'Assomption.
St. Sulpice.
St. Joseph de Chambly.
St. Jean L'Evangeliste.
St. Mathieu de Belœil.
Ste. Therèse de Blainville.
Berthier, county Bellechasse.
St. Vincent de Paul.
L'Association des Instituteurs, District of Quebec.

Enclosure 2 in No. 4.

Encl. 2 in No. 4.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, the Legislative Council of Canada, in Parliament assembled, beg leave to approach your Excellency for the purpose of expressing our utmost indignation at the gross insults and violence of which your Excellency and the Legislature have lately been the object; during which, we have to deplore the burning of the building in which the two Houses of Parliament held their sittings, including the valuable libraries and archives of the province. We have also to deplore the destruction of private property during this excitement, and beg to assure your Excellency that this House is disposed to concur in all necessary measures for furnishing the Government with the means of restoring quiet, ensuring the public tranquillity, and preventing any new attempt to disturb it.

(Signed) EDWARD CARON, Speaker.

Legislative Council, Monday, May 14, 1849.

REPLY.

HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL:

I THANK you for your loyal and dutiful address, in which you express your utmost indignation at the gross insults and violence of which the Governor-General and the Legislature have lately been the object, and assure me that you are disposed to concur in all necessary measures for furnishing the Government with the means of restoring quiet, ensuring the public tranquillity, and preventing any new attempts to disturb it.

(Signed) ELGIN AND KINCARDINE.

CANADA.

Encl. 3 in No. 4.

Enclosure 3 in No. 4.

EXTRACT from the "Canada Gazette," dated May 16, 1849.

PROVINCE OF CANADA.—TOWN OF LONDON.

To his Excellency the Right Honourable JAMES Earl of ELGIN and KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the Town Council of the town of London, beg to approach your Excellency at the present crisis of affairs in this province, to express our devoted attachment to Her Majesty's present Government, as also to your Excellency, as her representative in this province, and our approval of the constitutional course pursued by your Excellency in the discharge of the important duties of your high office of Governor-General.

We have learned with feelings of indignation and disgust the insults committed on the person of your Excellency, as well as the destruction of the parliament buildings and the public records of the province, by a ruffianly and ungrateful rabble.

In conclusion, we beg to assure your Excellency, that it is our firm determination to uphold law and order, and to maintain the relation which so happily exists between this province and the parent state.

(Signed) M. ANDERSON, Chairman of the Council.

REPLY.

GENTLEMEN,

I THANKFULLY receive the address which the Town Council of the town of London has transmitted to me at this crisis in the affairs of the province.

That a body so intelligent and respectable should denounce the outrages recently committed in Montreal was to be expected, and it is truly satisfactory to me to learn that the constitutional course which I have pursued in the discharge of the important duties of my office has their approval.

(Signed) ELGIN AND KINCARDINE.

PORT STANLEY.

To his Excellency the Right Honourable JAMES Earl of ELGIN and KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned, inhabitants of the village of Port Stanley and neighbourhood, beg to approach your Excellency with profound respect for your Excellency as a statesman of distinguished ability, and as Her Most Gracious Majesty's representative in this important province.

We cannot refrain from expressing our utter abhorrence and disgust at the disgraceful and lawless conduct of a mob at the seat of Government. We feel humiliated and indignant at the outrageous assault upon your Excellency, and assure you, that your enlightened and constitutional administration of the Government of this province commands our warmest admiration, and meets the approbation of every lover of order and good government.

We beg further to assure your Excellency of our devotion to the great British principle of responsible government, and that we will at all times unanimously support the Government in the maintenance of law and order in the country.

We trust that the present excitement may soon pass over, and that your Excellency's administration of this province may be prosperous and long continued.

[Here follow 71 Signatures.]

Port Stanley, May 5, 1849.

REPLY.

GENTLEMEN,

I THANK you for coming forward at the present time to express your abhorrence of the excesses which have lately been perpetrated in the city of Montreal, and your determination to support the Government in the maintenance of law and order in the province.

I heartily join with you in the hope that the present excitement, which is so prejudicial to the best interests of Canada, may soon pass over.

(Signed) ELGIN AND K NCARDINE.

WOODSTOCK.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, inhabitants of the town of Woodstock and its vicinity, in the county of Oxford, province of Canada, beg leave respectfully to approach your Excellency, and to present the renewed assurances of our unswerving attachment to Her Majesty's throne and person, as well as our full confidence in, and entire approval of, your Excellency's administration of the government of this province.

While we join with your Excellency in deploring the disgraceful scenes lately exhibited at the seat of Government, and the irreparable injury inflicted upon the country in the destruction of the library and the public records, we hereby pledge our fortunes, our lives, and our sacred honour, to stand by your Excellency in all your efforts to maintain good order, and to support the majesty of our country's laws.

We fear that in the late lamentable events we discover evidence of a design to injure the reputation of your Excellency's Government, both in the opinions of the people of this country and of Her Majesty's Government and people of Britain, in order to defeat if possible the several wise and just measures which your Excellency's Government has submitted to Parliament during the present session.

In Canada we do not fear to predict, that such design will be frustrated, as this is not the first time the same party have, by creating a panic and filling the country with ungrounded alarms, aimed to accomplish objects which they were too weak to effect by the legitimate means secured to them by the Constitution, and we trust Her Majesty's Government are too well aware that it is always in the power of a minority, however contemptible, both to get up a riot and to fill party newspapers with seditious libels, to be in any danger of mistaking the turbulent proceedings for the calm expression of public opinion.

We humbly and earnestly pray the Great Ruler of the Universe to give to your Excellency that courage and strength that will enable you calmly and determinately to resist every encroachment upon Her Majesty's prerogative or the liberties of the country, and to persevere in the wise and enlightened course which has hitherto distinguished your Excellency's government in Canada.

[Here follow 196 Signatures.]

Woodstock, C.W., May 3, 1849.

REPLY.

SIR, Secretary's Office, Montreal, May 11, 1849.

I HAVE the honour, by command of the Governor-General, to acknowledge the receipt of the address to his Excellency of the inhabitants of the town of Woodstock and its vicinity, which was transmitted with your letter of the 4th instant.

His Excellency commands me to request you to inform the gentlemen who signed that address, that he received with sincere gratification the expression of their assurance of their unswerving attachment to Her Most Gracious Majesty, and of their approval of His Excellency's administration of the government of this province.

His Excellency deeply deplores the disgraceful outrages which have lately been perpetrated at the seat of government, and the irreparable injury which has been wantonly inflicted on the country by the destruction of the valuable libraries of the two Houses of Parliament, and of the public records.

It is, however, a great consolation to his Excellency to feel that the loyal people of Woodstock, in common with the great majority of the intelligent and respectable inhabitants of the province, are prepared to sustain him in his efforts to maintain good order, and to support the majesty of the law.

I have, &c.,

John Allen, Esq., Woodstock. (Signed) J. LESLIE, Secretary.

BAPTIST CHURCH OF WOODSTOCK.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c,

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, the members of the Baptist church and congregation at Woodstock, in Upper Canada, beg leave respectfully to present to your Excellency the renewed assurance of our unswerving attachment to Her Majesty's Throne and Government, and to express our unqualified approval of the manner in which your Excellency,

CANADA.

Her representative, has administered the government of this province since you were appointed to that high and honourable trust.

We have heard, with equal grief and surprise, of the late violent and disgraceful proceedings in the city of Montreal. We deplore, with your Excellency and our fellow-countrymen in common, the irreparable loss the country has sustained in the destruction of her valuable libraries and the public records, but we cannot express the shame and indignation we felt when we heard that your Excellency's person had been exposed to the grossest insults and the most imminent peril while discharging your high duties in Her Majesty's name.

We give thanks to Almighty God, upon whose mercy we are all dependent for safety, for having preserved your Excellency from serious harm in the midst of those dangers; and we pray that He may still cover you with the shield of his protection, and at all times deliver you from unreasonable and wicked men.

We beg to tender to your Excellency any, and all, such service as we may be able to render for preserving the peace and sustaining the majesty of the laws of the country; at the same time, we do not apprehend that any extraordinary means will be required for that end, at least in this part of the province, as we have no doubt that a very large majority of the people entertain the same sentiments to which we have given expression in this Address.

We trust your Excellency may have firmness and strength to persevere in the same wise and enlightened course of policy that has hitherto distinguished your administration of the government of this province, and that in the approbation of our Gracious Sovereign, the gratitude of an entire people, and, above all, in the blessing of Almighty God, your Excellency may have your reward.

(Signed) W. H. Landon, Pastor.
A. Burtch, } Deacons.
George Blake, }

Done in open Church Meeting,
this 5th day of May, 1849.

Reply.

Sir, Secretary's Office, Montreal, May 14, 1849.

The Address, signed by you and the members of the Baptist Church and congregation at Woodstock, has been received and laid before the Governor-General, who has been pleased to direct me to make the following reply.

His Excellency is gratified by your assurance of your attachment to our Gracious Sovereign, and of your confidence in his administration of the Government of this province. Recent events have not shaken his Excellency's faith in the loyalty and patriotism of the people of Canada. Each day affords his Excellency fresh proofs of the truth of your assertion, that a very large majority of the people of Canada entertain the same loyal sentiments as those which are expressed in your address. His Excellency desires, at the same time, to thank you for your prayers on his behalf.

I have, &c.,
(Signed) J. Leslie, Secretary.

The Rev. W. H. Landon, Woodstock.

Bishop of Bytown.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

My Lord,

I conceive it to be my duty to convey to your Excellency on the present occasion, the expression of the profound sensation of sorrow which the Bishop and Catholics of Bytown (who form a large majority of the inhabitants) experienced on learning the deplorable excesses which have lately occurred at the city of Montreal, and the insults which have been offered to your Excellency.

If there are a few men found in the province to assail and vilify your Excellency's administration, assuredly the large majority of the people approve of that administration, and cherish in their hearts a lively feeling of gratitude to your Excellency for your unwearied solicitude for the welfare of the province.

And I flatter myself that this expression of our feelings would afford your Excellency any consolation at the present moment, I should esteem myself happy in having offered it.

I have, &c.,
(Signed) + Jos. Eugene, Bishop of Bytown.

Reply.

My Lord,

The Governor-General has received with sincere satisfaction your Address, expressing on your own behalf, and on behalf of the Catholic inhabitants of Bytown in general, regret at

the deplorable excessess which have recently disgraced the city of Montreal, and testifying your confidence in his Excellency's administration of the Government of this province,

To administer the Government of this colony in such a way as to merit the esteem and confidence of all good subjects of our Gracious Queen, will ever be his Excellency's most sincere desire and prayer.

I have, &c.,
(Signed) J. Leslie, Secretary.

The Right Rev. the Catholic Bishop of Bytown.

Maitland.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the inhabitants of the village of Maitland, in the county of Grenville, U. C., and vicinity, most respectfully beg leave to state to you our unqualified disapprobation of the late diabolical insults offered to you personally, and through you to the royal person of our Most Gracious Queen, by the mobs of Montreal.

We very much regret that any person or bodies of persons could be found, calling themselves British subjects, and still commit such lawless outrages both to persons and property as the Montreal rioters have done. We further beg to express our entire confidence in your administration of the Government of Canada, and also in the Ministers who surround you, and also our sincere hope, that you may continue to govern this fine province for years to come.

[Here follow 60 Signatures.]

Maitland, May 10, 1849.

Reply.

Sir,

Secretary's Office, Montreal, May 14, 1849.

The Governor-General commands me to inform you, that he has received with much satisfaction the address of the inhabitants of the village of Maitland and its vicinity, transmitted with your letter of the 10th instant, expressing their unqualified disapprobation of the recent proceedings of a factious mob at Montreal, and their entire confidence in his Excellency's administration of the government of Canada.

I have, &c.,
(Signed) J. Leslie, Secretary.

William Garvey, Esq., Maitland, C. W.

Riviere des Prairies.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

The Humble Address of the Inhabitants of the Parish of St. Joseph de la Rivière des Prairies—

Respectfully showeth:

That they have learnt with sorrow and indignation the insult offered to your Excellency in the exercise of your high functions, and the destruction of the Parliament buildings on the night of the 25th April, by a lawless mob in a time of profound peace.

That we entirely approve of the constitutional manner in which your Excellency has administered the Government of this province since your arrival therein.

That the inhabitants of this parish are disposed and determined to sustain your Excellency by all constitutional means in your administration of the Government of this province.

They beg to express to your Excellency that the acts of Vandalism of the 25th April last, are calculated to undermine all good Government, and that they are determined to use every endeavour to suppress similar acts of violence, to cause order to be maintained throughout the province, and the laws and constitution respected, and that they are ready to respond to any appeal in that behalf which the Government may feel called upon to make.

[Here follow 69 Signatures.]

Note.—The above address was omitted in the Extra Gazette of the 12th May instant, it should have preceded the address from the parish of Longue Pointe.

St. Ours.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's faithful subjects, inhabitants of the parish of St. Ours, *Chef-lieu* of the county of Richelieu, consider it our duty most respectfully to approach your Excellency, to express the feeling of sorrow and indignation which we experienced at the intelligence of the destruction of the Parliament buildings on the 25th ultimo, and of the criminal and disgraceful acts of violence committed on your person in a time of profound peace, by a lawless and infuriated mob.

We beg you will credit the sentiments of loyalty and attachment which the people of Canada in general, and we in particular, entertain for the person and Government of our beloved Sovereign.

We also desire to assure your Excellency of our approbation of the just and impartial course which you have followed since your assumption of the Government of this province, and of our desire and determination to support your Excellency by all constitutional means in the administration of the Government, and if necessary to assist you in the maintenance of the laws, the defence of the rights of the Legislature, and the protection of your Excellency's person.

In conclusion, we consider it our duty to declare that the acts of Vandalism which characterize the 25th April last, are calculated to undermine and destroy all principles of good Government, and that the Canadian militia which in 1775 and in 1812 defended the British flag from foreign invasion, will be ever ready at the first signal to protect the soil from domestic violence.

The undersigned will ever pray for the preservation of your Excellency's person.

[Here follow 366 Signatures.]

County of Richelieu, parish of St. Ours, May 6, 1849.

Reply.

Gentlemen,

I receive with entire satisfaction the assurances of loyalty towards our Most Gracious Sovereign, and of devotion to the Constitutional Government under which we live, expressed in your address. The criminal acts which have lately been committed in the city of Montreal have occasioned me the deepest grief, and I fear that the moral and natural prosperity of the country will long feel their effects. Be assured, however, that I shall never swerve from the line of conduct which I have heretofore pursued, and which was dictated to me by my duty towards the Queen and the people of this province,

(Signed) Elgin and Kincardine.

To the Inhabitants of the Parish of St. Ours.

Ste. Marguerite de Joliette.

Province of Canada.—District of Quebec.

To His Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

May it please Your Excellency:

We, the undersigned freeholders, inhabitants of the parish of Ste. Marguirite de Joliette, in the county of Dorchester, in the district of Quebec, respectfully approach your Excellency to express our indignation on the subject of the insults, unheard of in our country, to which the representative of Her Majesty has been subjected, and of the act of Vandalism, without example in the annals of a civilized people, against the place of meeting of the legislature, where was deposited, under the protection of the public honour, the archives of the Legislature, and one of the finest literary and scientific collections on the continent of America, and which has already become the just pride of the province.

We pray that your Excellency will accept the expression of the sentiments of gratitude which have penetrated our hearts for the just, impartial, firm, and constitutional conduct which has so pre-eminently distinguished the government of your Excellency.

We, moreover, believe it to be your duty to assure your Excellency that we are firmly decided and resolved to support your Excellency in all efforts to maintain order and the public peace; and that on the first appeal our loyal and valorous youth will hasten to range themselves around your Excellency and the British flag; proud on such an occasion, of showing how much your Excellency has rendered dear to us the ties which bind us to the empire.

We are convinced that the late events which have stained the annals of the city of Montreal, (being of a character eminently seditious, and of evident revolutionary tendency), will, necessarily, if the spirit which induced them is not promptly stifled, lead to anarchy and a violent rupture of the tie which unites this colony to the British empire; an event which we would deplore, and which we pray God to avert.

We beg to assure your Excellency that the moral assistance of all our population is devoted to your administration, and our physical assistance may be relied on in case of need.

(Signed) J. B. Perras, Priest,
D. L. Horty, Notary,
Th. Genest,
Joseph Ferland, and 81 others.

St. Marguerite de Joliette, 7th May, 1849.

Reply.

Reverend Sir, Secretary's Office, Montreal, May 10, 1849.

The Governor-General commanded me to convey to you and to your parishioners who signed the Address transmitted by you, his Excellency's thanks for the sentiments of loyalty towards the British Crown, of confidence in his Excellency's administration of the Government, and of sympathy for his person contained in the same, and for the expression of their determination to aid, to the utmost of their ability, in the maintenance of constitutional order and the public peace.

I have, &c.,

The Rev. J. B. Perras, (Signed) J. Leslie, Secretary.
Ste. Marguerite de Joliette, District of Quebec.

St. Germain and Ste. Cecile.

At a numerous meeting of the inhabitants of the parishes of St. Germain and Ste. Cécile du Bic, in the county of Rimouski, held at the church door of the parish of St. Germain, the 6th of May, after the morning service, Mr. Pierre Gauvreau, Lieut.-Col. of Militia, was called to the chair, and Mr. Louis Gauvreau, requested to act as Secretary. After certain observations from the President, from Messrs. John Heath and Joseph Garon, explaining the object of the meeting, the following resolutions were adopted.

Moved by John Heath, Esq., seconded by Mr. Henry Martin, merchant:—

1. That the inhabitants of the said parishes have witnessed with profound regret, the insults to which his Excellency, Lord Elgin, and the two Houses of the Legislature have been subjected by a lawless and reckless horde of men.

Moved by Jos. Garon, Esq., and seconded by Mr. J. Ross:—

2. That this meeting, in expressing the disgust and indignation experienced by the inhabitants of these parishes at the attempt made against the institutions of this country, consider it its duty also to express its regret at the irreparable loss sustained by the country, by the destruction of the Parliament buildings, the loss of its records, and of its splendid library.

Moved by Olivier Pineau, Major of Militia, seconded by Mr. Samued Bradley, jun. merchant:—

3. That the inhabitants composing the meeting, avail themselves of this occasion to express their entire confidence in his Excellency the Governor-General, who, fearless of the threats made against him, exercised the prerogative vested in him by the constitution, in sanctioning the Bill for the payment of the losses caused by the rebellion in 1847 and 1848.

Moved by Paul Côté, Major of Militia, of Ste. Cécile, seconded by François Couture, Esq., J.P.

4. That the inhabitants of these parishes beg to tender to his Excellency and to the Government of this province, all the support it is in their power to give for the maintenance of peace and concord.

Moved by Alexis Rivard, Esq., seconded by Mr. Michael Parent:—

That a committee of seven persons be named to prepare and sign on behalf of the inhabitants of the parishes of St. Germain and of Ste. Cécile, an address to his Excellency, based on the foregoing resolutions, and that the said address be transmitted to J. C. Taché, Esq., representative of the county, for presentation to his Excellency, and that the said committee be composed of the President, Messrs. John Heath, Joseph Garon, Alexis Rivard, Edouard Martin, and François Couture.

After which, thanks were voted to the President and to the Secretary.

(Signed) P. Gauvreau, President.
Rimouski, 6th May, 1849. V. L. Gauvreau, Secretary.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the undersigned, in the name and on behalf of the faithful subjects of Her Majesty, inhabitants of the parishes of St. Germain and Ste. Cécile, in the county of Rimouski, have witnessed with profound regret the insults to which your Excellency, and the two Houses of Parliament of Canada, have been subjected by a lawless and reckless horde of men.

The inhabitants of these parishes, in expressing the indignation they experience at the attempt committed against the institutions of this country, consider it their duty also to express their regret at the irreparable loss the country has suffered by the destruction of the Parliament buildings, the records, and the splendid library which they contained.

We avail ourselves of this opportunity to express our entire confidence in your Excellency, who has exercised with justice and firmness the prerogatives vested in your Excellency by the constitution, in sanctioning a law already approved and passed by the other two branches of the Legislature, and we assure your Excellency that the inhabitants of these parishes will give to the Government of this country all the support in their power to maintain order, peace, and concord.

(Signed) P. Gauvreau, President.
And 6 others.

St. Germain de Rimouski, May 6, 1849.

Reply.

Sir, Secretary's Office, Montreal, May 12, 1849.

I have been commanded by the Governor-General to convey his Excellency's best thanks to the gentlemen composing the committee authorized at the meeting of the inhabitants of the parishes of St. Germain and Ste. Cécile, to prepare and sign an address to his Excellency under the present circumstances.

You may assure these gentlemen and the inhabitants of the parishes in whose behalf they speak, that his Excellency will not swerve from the constitutional course which has called forth so general an expression of confidence from the inhabitants of this province.

I have, &c.,
(Signed) J. Leslie, Secretary.

Dr. J. C. Taché, M.P.P., Montreal.

St. Jerome.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the undersigned inhabitants of the parish of St. Jérôme, in the county of Terrebonne, in the district of Montreal, take the liberty of expressing to your Excellency, our deep indignation at the insults recently offered to you,—insults revolting to all save the low rabble by whom they were perpetrated. Deeply do we lament the irreparable loss caused to the province by the destruction, by an unprincipled mob, of the Parliament buildings, with their contents, on the night of the 25th of April last,

We beg to assure your Excellency of our loyalty and attachment to our Sovereign Lady the Queen, and of our entire approval of your Excellency's constitutional administration of the Government since your arrival in this country.

In order to show our sympathy for your Excellency and for your Government, we beg further to state that we are firmly resolved to support your Excellency, by all constitutional means, in the administration of the Government of this province.

We further declare that the acts of barbarism committed on the 25th of April last, and since that time, are of a nature to sap and subvert all Government, and that we are determined to employ all possible means to repress and prevent similar acts of violence, and to maintain order and peace, and to cause the laws and constitution to be respected; and finally, we avail ourselves of this occasion to manifest our willingness to respond to any appeal which the Government may make to us for that end.

[Here follow 455 Signatures.]

St. Jérôme, May 5, 1849.

Reply

Sir. Secretary's Office, May 10, 1849.

I am commanded by the Governor-General to convey to you and to your parishioners, his Excellency's sincere thanks for the Address which they have presented to him under the present circumstances.

His Excellency is happy to see the people of this province approve of his past administration of the Government, and to receive the promise of their support for the future.

Similar demonstrations as your own, already so numerous, and which have the appearance of becoming general in the country, cannot fail to act as a restraint on those who may have the intention of disturbing the public peace.

I have, &c.,

The Rev. Mr. Thibault, St. Jérôme. (Signed) J. Leslie, Secretary.

Lotbiniere.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the clergy, magistrates, officers of militia, and other principal inhabitants of the parish of Lotbinière, in our own names, as well as in the names of all of our fellow-parishioners, beg respectfully to approach your Excellency to express to you, that the unexpected news of the shameful and unheard-of outrage committed on the 25th of April last, during a time of such perfect tranquillity, by a brutal and fanatical mob, against the representative of our beloved Sovereign, in the person of your Excellency, and against the representatives of the country, as well as the destruction of the House of Parliament and the libraries which it contained, has drawn from the hearts of all the loyal and peaceable inhabitants of this extensive parish an universal cry of indignation and deep sorrow.

We are desirous of manifesting, on the present occasion, sentiments of the most lively sympathy for your Excellency, and of the most profound respect for your firm and impartial conduct in not fearing to execute an act in conformity with justice and the constitution, and the menaces of a demented and furious populace.

We further beg leave to declare boldly and publicly to your Excellency, that we are ready to assist with all the means in our power in the maintenance of order and the peace, and in the protection of the persons of your Excellency and your councillors, in whom we repose the utmost confidence.

[Here follow 124 Signatures.]

Lotbinière, 6th May, 1849.

Reply.

Sir, Secretary's Office, Montreal, May 10, 1849.

I am commanded by the Governor-General to request that you will inform the clergy, magistrates, officers of militia, and the other principal inhabitants of the parish of Lotbinière, that his Excellency has received their Address with pleasure and thanks; and that you will assure them that nothing will make him deviate from that firm, impartial, and constitutional line of conduct which has drawn from them such expressions of sympathy for his person and assurances of assistance in the preservation of order and of the peace.

I have, &c.,

Dr. Grenier, &c. &c., Lotbinière. (Signed) J. Leslie, Secretary.

Enclosure 4 in No. 4. Encl. 4 in No. 4.

Extract from the "Canada Gazette," dated May 19, 1849.

Province of Canada.—County of Hastings.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the inhabitants of the district of Victoria, Her Majesty's loyal and devoted subjects, have heard of the recent outrages committed by a lawless mob in the capital of this province with mingled feelings of shame and indignation; indignation, at the audacious insults offered to the sovereignty of our beloved Queen, in the person of your Excellency, to the majesty of the law, and the liberties of the people of Canada in the person of our representatives now sitting in Parliament;—and shame, heart-felt, that these insults have been offered to Her Majesty, to your Excellency, and to the people by our own countrymen and fellow-subjects.

We beg leave to express most respectfully to your Excellency, our utter abhorrence of these men, and of the principles which actuate them.

In the assent which your Excellency was pleased to give to the Bill of Indemnity, which has

CANADA.

been made the pretext for acts of treason, alike destructive to the authority of Her Majesty and the liberties of this people, we recognise, also, the assent of your Excellency to the principles of that constitution which was conceded to us by the justice, and guaranteed to us by the faith of the Imperial Parliament, a constitution which, under Providence, we are firmly resolved to retain and uphold.

The justice and impartiality which has characterized the entire administration of your Excellency, has commanded the respect and approval of all who know how to enjoy and appreciate the blessings of constitutional government. We beg leave to assure your Excellency that we are deeply sensible of the debt of gratitude we owe your Excellency for the just and equitable manner in which the duties of your high office have been discharged.

We cannot refrain from expressing to your Excellency our sincere conviction that the violence which has disgraced the city of Montreal, proceeds not from causes which the mob and their abettors so prominently put forth, but is the result of party machination, which has for its object the destruction of a constitution first placed within our reach by a distinguished relative of your Excellency's, the blessings of which we hope long to enjoy under your own wise administration.

We beg further to assure your Excellency that the confidence which a few months since three-fourths of the inhabitants of this province reposed in your Excellency's advisers has in no degree been shaken, and we cannot but feel assured that, supported as they are by a vast majority of the Canadian people, your Excellency will be as cordially sustained by our Most Gracious Sovereign.

We sincerely hope that the humane forbearance of your Excellency, which has hitherto prevented the effusion of blood, may have a proper effect upon those towards whom this clemency has been exercised: should, however, your Excellency deem it necessary, at any moment, to call upon the loyal yeomanry of Canada to assist in the maintenance of British rule and British honour in these colonies, our hearts and hands are with you.

[Here follow 3,213 Signatures.]

Reply.

Gentlemen,

I heartily thank you for the noble tribute which you bear in your numerously signed address to the justice and impartiality which have characterized my administration of the Government. These qualities are, I firmly believe, the real cause of the hostility which has been directed against me. I came to the province with the determination to allow to the constitution which has been guaranteed to you by the faith of the Imperial Parliament, its full action, and to recognize in the inhabitants of all classes, faithful subjects of the Queen, entitled to the equal enjoyment of the rights and privileges of free Britons. I can endure without repining, whatever reproach I may be subjected to in such a cause. But the people of Canada have much at stake in the solution of the question which the foes of their liberties have attempted to raise, and the unanimity with which they are coming forward in support of the Government, shows that they are conscious of its importance and real character.

Even if the measure of indemnity to which you refer had been more objectionable than it is, it would still have been the duty and interest of all lovers of true freedom and of order which is amongst its most valuable fruits, to protest against the outrageous assaults on the fundamental principles of constitutional government, for which it has been made the pretext. But I am bound to say, in justice to the large majority of your representatives by whom this Bill was sanctioned, that it is my firm belief that they did not intend in passing it to countenance rebellion, or to compensate the losses of persons guilty of the heinous crime of treason; but that their purpose was to make provision for the payment of claims arising from the wanton and unnecessary destruction of property, which is the cruel though perhaps inevitable accompaniment of civil warfare, claims which had been already recognized by the deliberate acts of preceding Parliaments and Governments. Under this conviction I assented to the Bill, and in this spirit only could I ever consent to the Executive Government to give effect to it.

(Signed) Elgin and Kincardine.

St. Thomas.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, the undersigned, Her Majesty's loyal subjects, inhabitants of St. Thomas and vicinity, in the London district, beg leave respectfully to approach your Excellency with unfeigned expression of our respect for your Excellency, as a statesman of distinguished ability, and as Her Majesty's representative in this province.

We beg leave to express to your Excellency our abhorrence at the unmanly insult offered to the sovereignty of our beloved Queen in your Excellency's person as Her representative, and to

the outrageous insult to the majesty of the law, in the late wanton attack on the Parliament in session, the destruction of the legislative halls, and the public records of the province.

In the passage through the Legislature of the Bills, your Excellency's assent to which, in Her Majesty's name, has been made the pretext for insult, incendiarism, and outrage, by turbulent, ambitious, and disloyal men, we have learned with satisfaction, that every form known to the constitution of our government, was fairly and fully complied with, and in giving the Royal Assent to those Bills, we recognise your Excellency's free compliance with the principles of a constitution guaranteed to the people of Canada, by the good faith of the Imperial parliament, upon the union of the provinces, as well as the fulfilment of our Gracious Sovereign's expressed determination to conduct the government of the Province in accordance with the well understood wishes of the people as expressed through their representative in Parliament.

We cannot refrain from expressing our admiration of the calm and dignified deportment exhibited by your Excellency in the midst of the violent and unmanly attacks upon your Excellency's person, and while we are confident that the well-disposed and peaceable yeomanry of the country will put themselves fearlessly into the breach to prevent the effusion of blood, we beg to assure your Excellency that the late riotous proceedings in Montreal meet with the unqualified execration of an overwhelming majority of the people of Upper Canada.

While we readily admit the right of every man and party to vindicate their honest opinions in a firm and constitutional manner, we rejoice that your Excellency has not suspended the constitution in deference to an agitation, the tone and character of which is well known to have been unwarranted by anything which transpired during the discussion of the measures of the present session, either in or out of Parliament.

We take this opportunity of declaring our conviction that the object of those who seek the recall of your Excellency and the dissolution of a fairly elected Parliament, is to deprive us of the constitutional system which we have long struggled for, and which we now happily enjoy—and having every confidence in the advisers of your Excellency, who are supported by a majority in the Parliament so lately returned by three-fourths of this province, we feel assured that your Excellency will be sustained by our Most Gracious Sovereign, and by the Imperial Parliament, and that the illustrious name of Bruce, as in your native Scotland, will descend in the memory of the people of Canada to future ages, as the dispenser of equal justice, the protection of freedom, and constitutional government.

[Here follow 304 Signatures.]

REPLY.

SIR, Secretary's Office, Montreal, May 17, 1849.

I HAVE had the honour to receive and lay before the Governor-General an address signed by yourself and other inhabitants of the village of St. Thomas.

I am commanded by his Excellency to request that you will convey to the inhabitants of St. Thomas his assurance of the sincere pleasure with which he has received their dutiful and loyal address, and of his thanks for the kind expressions towards himself personally therein contained, which his Excellency, in common with every lover of peace and good order, cannot but deplore the recent riotous proceedings which have occurred in this city, and the attempts which have been made to obstruct the course of the Government by lawless acts of violence and incendiarism. It is indeed gratifying to him to learn from the numerous addresses with which he has lately been honoured, that those occurrences have met with the unqualified condemnation of the vast majority of the people of Canada.

I have, &c.,

Dr. Geo. Southwick, St. Thomas. (Signed) J. LESLIE, Secretary.

TEMPERANCEVILLE.—LONDON DISTRICT.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned, inhabitants of the village of Temperanceville, in the London District, Canada West, beg to approach your Excellency with unfeigned expressions of our respect for your Excellency as a statesman of distinguished ability, and as Her Most Gracious Majesty's representative in this province.

We cannot refrain from giving utterance to our entire abhorrence and disgust at the disgraceful and lawless conduct of a mob which has recently been exhibited at the seat of government, and more especially at the outrageous assault upon your Excellency, whose constitutional administration of the goverment of this province commands our warmest admiration, and merits the approval of every lover of order and good government.

We beg further to assure your Excellency, that the inhabitants of this section of the province will at all hazards unanimously support the government in any effort that may be necessary to

maintain law and order in the country, although we have no cause to apprehend that any unusual measures will be required.

[Here follow 143 Signatures.]

Reply.

Sir, Secretary's Office, Montreal, May 17, 1849.

The Governor-General commands me to assure you, that he has received with feelings of peculiar satisfaction, the address of the inhabitants of the village of Temperanceville.

The expressions of attachment to Her Majesty's Government, and of confidence in his Excellency's administration contained in that address, are most gratifying to him; and his Excellency receives with unmixed pleasure the assurance of the inhabitants of Temperanceville, of their determination to support him in administering the affairs of the colony upon the well-recognised principles of constitutional government.

I have, &c.

William Davis, Esq., Temperanceville. (Signed) J. Leslie, Secretary.

Grand Jurors.—London District.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency:

We, Her Majesty's dutiful and loyal subjects, the Grand Jurors in and for the London District, at the Court of Assize assembled, beg leave to approach your Excellency, as the faithful representative of our Most Gracious Sovereign, with renewed assurances of our devoted attachment to Her Majesty's person and government.

It is with deep and painful regret, that we refer to the outrageous and unmanly insult that has been offered to your Excellency, and the wanton destruction of public and private property at the seat of Government, by a lawless and infuriated mob, excited to such atrocious acts by turbulent and ambitious men, whose recent conduct is characteristic of their recklessness of the peace and prosperity of the province, and evinces their utter unworthiness of the blessings of free government; and while we desire to express to your Excellency our just abhorrence and indignation at such disgraceful proceedings, we beg to assure your Excellency that the loyalty of the main body of the people of the western as well as of the eastern division of the province, and their entire confidence in your Excellency and the present ministry remain unshaken.

We beg respectfully to request that your Excellency will convey to our beloved Queen, the expression of our heartfelt gratitude, that the administration of the government of this portion of the British empire has been entrusted to a statesman, who, in the discharge of the functions of his high office, has exhibited on all occasions a deep interest in the prosperity of the province, administrative talent of the highest order, and the strictest impartiality to all parties, and that your continued residence amongst us, as Her Majesty's representative, will be esteemed by us a sure guarantee of the enjoyment of our constitutional rights, and of Her Majesty's anxiety for the welfare of her Canadian people.

[Here follow 18 Signatures.]

Grand Jury Room, London, May 11, 1849.

Reply.

Sir, Secretary's Office, Montreal, May 16, 1849.

The Governor-General commands me to inform you, as Foreman of the Grand Jury of the London District, that he has read with much satisfaction the loyal address of that body.

The opinions of gentlemen of the standing and intelligence of those who compose the Grand Jury of the London District, are deserving of much consideration and respect. His Excellency receives, therefore, with peculiar pleasure, the expression of their entire approval of the impartiality of his administration, and their flattering assurance that they will consider his residence in this country as the representative of Her Majesty, as a sure guarantee of the enjoyment of their constitutional rights.

I have, &c.,

J. B. Strathy, Esq., London, C. W. (Signed) J. Leslie, Secretary.

ADOLPHUSTOWN AND FREDERICKSBURGH.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's loyal subjects, the undersigned inhabitants of Adolphustown and Fredericksburgh, in the Midland District, beg to express our sincere attachment to our beloved Queen and to the British constitution.

It is with deep sorrow that we have heard of the fearful outrages lately committed in Montreal, and in common with all other of our right-minded fellow-subjects regret the serious and irreparable loss which the province has sustained in the loss of its public libraries.

We are still more grieved to learn that Her Majesty has been grossly insulted in the person of your Excellency, Her Majesty's representative in Canada, especially as your Excellency's administration has been marked by a degree of constitutional consistency, hitherto unparalleled in the administrations of any of your Excellency's predecessors.

We, therefore, earnestly and affectionately entreat your Excellency not to be discouraged, because of the violence and wickedness of disappointed designing men.

We have every confidence in your Excellency's present advisers, with whom we pray your Excellency, in God's name, to continue administering responsible government, as conceded to us by Her Most Gracious Majesty.

[Here follow 165 Signatures.]

REPLY.

SIR. Secretary's Office, Montreal, May 12, 1849.

THE address of the inhabitants of Adolphustown and Fredericksburgh, transmitted with your letter of the 8th instant, has been received and laid before the Governor-General, who commands me to communicate to you the following reply:

His Excellency rejoices to find, from the numerous addresses which pour in from every portion of the province, that the sentiments of devotion to the Queen and constitution, and of confidence in his Excellency's administration of the government of this province, which are expressed by the inhabitants of Adolphustown and Fredericksburgh, are shared by the great body of the right-minded inhabitants of the colony.

His Excellency deplores deeply the disgraceful occurrences which have lately given to the capital of this province so sad a notoriety. But his Excellency derives much satisfaction from the belief that those acts are denounced by men of all classes from one end of the province to the other.

I have, &c.,

E. H. Curlett, Esq., Adolphustown. (Signed) J. LESLIE, Secretary.

JURORS.—BROCK DISTRICT.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, Her Majesty's dutiful and loyal subjects, jurors at the present assizes of the Brock district, in the province of Canada, beg leave respectfully to approach your Excellency and to present the renewed assurance of our unswerving attachment to Her Majesty's throne and person, as well as our full confidence in, and entire approval of your Excellency's administration of the government of this province.

While we join with your Excellency in deploring the disgraceful scenes lately exhibited in Montreal, in the destruction by fire of the public records and library, we hereby pledge ourselves to stand by your Excellency in all your efforts to maintain good order, at the risk of our fortunes and peril of our lives.

We most strongly condemn the unconstitutional system of intimidation and violence by which a minority has attempted to give a false aspect to public opinion, by which means they think to drive from power your Excellency's present justly popular ministry, who possess not only the full confidence and esteem of a very large majority of the people (as shown so recently at the election polls) but possess this confidence to an extent—and by majorities larger than any former administration in this province.

We cannot help expressing our great admiration at the forbearance of your Excellency under the numerous and gross provocations offered to your Excellency by the late rioters of Montreal, in not permitting the effusion of human blood.

We humbly and earnestly pray the great "Lord of Lords," to give to your Lordship that

strength and courage that shall enable you calmly, but determinately, to resist every encroachment upon Her Majesty's prerogative, or the liberties of the country, and to persevere in the wise and enlightened course which has hitherto distinguished your Excellency's government in Canada.

[Here follow 35 Signatures.]

Court House, Woodstock, May 8, 1849.

REPLY.

SIR, Secretary's Office, Montreal, May 16, 1849.

THE Governor-General commands me to inform you that he has received and read with sincere gratification the loyal and constitutional sentiments contained in the address signed by you and 34 other jurors of the Brock district.

His Excellency is firmly persuaded that his present ministry enjoy the confidence, and that their measures meet with the approval, of the great majority of the electors in the province.

That in a mixed community, like ours, there should be a minority to whom the measures (however just and constitutional) of the majority in power would prove distasteful, was to be expected; but that any portion of that minority should have thought proper to have recourse to the violent and unconstitutional proceedings which have recently disgraced the capital of the province, for the purpose of securing the triumph of their own views, was not to be expected, but must be deplored.

I have, &c.

T. S. Shenston, Esq., Woodstock, C. W. (Signed) J. LESLIE, Secretary.

TOWNSHIP OF WOLFORD.

To His Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned, Her Majesty's dutiful and loyal subjects, inhabitants of the township of Wolford, in the county of Grenville, and province of Canada, having heard with feelings of deep regret, sorrow, and indignation, the proceedings of a mob of riotous and disorderly inhabitants of the city of Montreal, having committed several wanton and disgraceful outrages, among which stand most prominent the gross insult upon your Excellency's person, and the destruction of the building occupied by the two Houses of Parliament, with the provincial archives and library. At such a time, we think it to be due to ourselves and our fellow subjects, to assure your Excellency of the devoted loyalty and attachment of the people of this part of the province of Canada to the person and government of our beloved Sovereign, and of our earnest desire to preserve the connexion with the parent state.

We further beg leave to express our warmest sympathy and deepest gratitude to your Excellency's firmness and justice, which has exposed you to outrage and insults, which we believe are unexampled in the history of nations, and unworthy of a civilized people, and we beg most respectfully to assure your Excellency that we have the utmost confidence in your present constitutional advisers, and most willingly tender to your Excellency our cordial support for the maintenance of public order, and for the preservation of this colony to Her Majesty's dominions; and lastly, we sincerely and devotedly trust that your Excellency may long continue to administer Her Majesty's Government in this province.

[Here follow 369 Signatures.]

REPLY.

SIR, Secretary's Office, Montreal, May 16, 1849.

THE Governor-General commands me to inform you that he has read with sincere satisfaction the loyal address of the inhabitants of the township of Wolford, in the county of Grenville, transmitted by you, as the representative of that county in the Provincial Parliament, and to request you to convey to the signers of that address the expression of his Excellency's gratification at the loyal and patriotic sentiment it contains, and of his thanks for the warm profession which it makes of personal esteem and sympathy.

I have, &c.,

R. Burritt, Esq., M.P.P., Montreal. (Signed) J. LESLIE, Secretary.

TOWNSHIP OF DORCHESTER.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE, the undersigned, inhabitants of the township of Dorchester, beg to approach your Excellency with unfeigned expression of our respect for your Excellency, as a statesman of distinguished ability, and as Her Most Gracious Majesty's representative in this province.

We cannot refrain from giving utterance to our entire abhorrence and disgust at the disgraceful and lawless conduct of a mob which has recently been exhibited at the seat of government, and more especially at the outrageous assault upon your Excellency, whose constitutional administration of the government of this province commands our warmest admiration, and merits the approval of every lover of order and good government.

We beg further to assure your Excellency, that the inhabitants of this section of the country will, at all hazards, support the Government in any effort that may be necessary to maintain law and order in the country, although we have no cause to apprehend that any unusual measures will be required.

[Here follow 160 Signatures.]

REPLY.

SIR, Secretary's Office, Montreal, May 16, 1849.

THE Governor-General commands me to inform you that the loyal Address of the inhabitants of the township of Dorchester has afforded him much gratification.

His Excellency is happy to find that the vast majority of the inhabitants of the province denounce the recent violent and unconstitutional proceedings of a factious party in the city of Montreal, and approve of his Excellency's administration of the government of the country.

I have, &c.,

(Signed) J. LESLIE, Secretary.

Wm. Miles, Esq. Warden, Dorchester,
London District.

TOWNSHIP OF CLARENCE.

To his Excellency the Right Honourable JAMES Earl of ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

WE the undersigned, inhabitants of the township of Clarence, beg most respectfully to approach your Excellency, in the present exciting circumstances of this colony, with an expression of our devoted loyalty to Her Most Gracious Majesty, and our grateful confidence in your Excellency's firm, impartial and enlightened administration of the government of this province.

We deplore with deep indignation the scenes recently enacted in our capital, the insults offered to your Excellency in the exercise of your duty as the Queen's Representative, the destruction of property, and the violation of law and order.

We cannot but hope that all concerned in these proceedings may, upon calm reflection, be ashamed of what they have done.

We earnestly pray that your Excellency may long continue the Governor-General of Canada, and, by steady adherence to the great principles of constitutional government, be instrumental, under a kind Providence, of continuing to us the name and privileges of British subjects.

[Here follow 60 Signatures.]

Clarence, May 7, 1849.

REPLY.

SIR, Secretary's Office, Montreal, May 16, 1849.

THE Governor-General commands me to inform you that he has received with much gratification the loyal address of the inhabitants of the township of Clarence.

His Excellency feels assured that this noble province will, under the Divine blessing, enjoy prosperity, and continue a bright jewel in the Crown of Great Britain, as long as the sentiments expressed in that address inspire the hearts of its inhabitants.

I have, &c.,

(Signed) J. LESLIE, Secretary.

William Edwards, Esq.,
Clarence, Ottawa District, C. W.

CANADA.

County of L'Islet.

To his Excellency the Right Honourable James Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

May it please your Excellency:

We, the undersigned inhabitants of the county of L'Islet, acting in pursuance of a resolution passed at a general meeting of the said county, humbly desire to express to your Excellency the deep grief with which we have learnt the occurrence of the disgusting scenes which have lately taken place in Montreal, and the acts of violence committed by an insensate mob against the person of your Excellency while in the performance of a duty imposed upon you by the Constitution under which we live.

We equally deplore the loss of the provincial libraries and the destruction of the Parliament buildings.

We desire to express a hope that the unjustifiable acts of the rioters of Montreal, who have hitherto assumed the title of loyalists, in order to overwhelm with contempt the French Canadians, and treat them as rebels, will enable the Imperial Government to form an estimate of the sufferings which the latter had to endure while their enemies were in power, and that no obstacle interrupted the gratification of their hatred.

We feel proud of the opportunity afforded us by this solemn occasion, to place at the foot of the Throne the renewed assurance of our unalterable fidelity, and at the same time to declare that we are ready, with the mass of our countrymen, to prove our attachment to the British Crown, by responding with enthusiasm to any appeal which may be made to us, and by defeating the pretensions of our enemies, whoever they may be.

[Here follow 58 Signatures.]

L'Islet, 6th May, 1849.

Reply.

Sir, Secretary's Office, Montreal, May 14, 1849.

The address to the Governor-General which you have transmitted to me on behalf of the Committee appointed at the meeting of the county of L'Islet, is one of the numerous proofs which his Excellency has already received and continues to receive, of the sentiments of true loyalty which animates the inhabitants of this province; and his Excellency has no doubt that the anxiety they have evinced to testify, simultaneously at the present crisis, their respect for the constituted authorities will fully prove, if such proof be necessary, that Her Majesty never had more faithful subjects than the Canadian people.

I have, &c.,

C. J. Fournier, Esq., M. P. P. (Signed) J. Leslie, Secretary.

No. 5.

(No. 47.) No. 5.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,

My Lord, May 21, 1849.

(Received June 5, 1849.)

I have the honour to transmit a copy of a communication which I have received from the gentlemen acting on behalf of a public meeting held in this city, on the 27th of April, enclosing a copy* of the petition to Her Majesty which they intend to forward to England by Sir Allan M'Nab.

I have, &c.,

The Right Hon. Earl Grey, (Signed) ELGIN AND KINCARDINE.
&c. &c. &c.

Enclosure 1 in No. 5.

Encl. 1 in No. 5. Sir, Montreal, May 19, 1849.

Having been appointed a Committee to make arrangements for the transmission of the petition to Her Most Gracious Majesty the Queen, voted at the public meeting held on the Champ de Mars, on Friday, the 27th ult., we have the honour to transmit a certified copy of the petition, and to acquaint you, for the information of his Excellency the Governor-General, that the presentation of the original in England is intrusted to Sir Allan N. MacNab.

We have, &c.,

Major Thomas E. Campbell, Governor-General's Secretary. (Signed) G. Moffatt, John Molson, Henry Chapman.

---

* Copy not received from the Governor, nor the original yet delivered by Sir Allan M'Nab.

(No. 48.) No. 6. CANADA. No. 6.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
MY LORD, May 21, 1849.
(Received June 5, 1849.)

I HAVE the honour to transmit for your Lordship's information, a copy of a letter written to my Military Secretary, Colonel Bruce, by the leading members of a deputation from the town of Hamilton, who lately visited me with an address, with reference to a petition to the Queen which the Mayor is said to have sent to England.

I have, &c.,

The Right Hon. Earl Grey, (Signed) ELGIN AND KINCARDINE.
&c. &c. &c.

Enclosure in No. 6. Encl. in No. 6.

SIR, Montreal, May 14, 1849.

A PUBLIC Meeting having lately been held at the city of Hamilton, at which a petition was adopted to Her Majesty, praying Her Majesty to recall his Excellency the Governor-General from the government of this province, and at the same time an address having been signed by 1,353 of the adult male population of the same city to his Excellency, containing contrary sentiments, and which we had the honour of presenting to his Excellency this day, we feel it to be due to his Excellency to make a concise statement of facts, in order to enable his Excellency to form a correct opinion respecting these contradictory movements.

It was originally determined by the Committee who had in charge the address which we had the honour of presenting, that, in the present excited state of the public mind, it was not advisable to call a public meeting, but to circulate the address for signature. After the address had received more than 1,000 names a public meeting was called by the Mayor of Hamilton, upon a requisition, signed by a number of individuals, known to be opposed to the address.

The Committee to which we have referred, upon consultation came to the conclusion that, as the address had already been subscribed by a majority of the male adult population, and which therefore must be regarded as the opinion of the city, it was not advisable to attend at the meeting thus called, but to leave it in the hands of the signers of the requisition. The Committee, with this view, issued an address to the inhabitants of the city, calling upon them to abstain from attending the meeting. Upon the day of the meeting about 300 persons assembled, of whom about 200 were inhabitants of the city, and the remainder drawn from the country. They then proceeded to adopt an address to Her Majesty, praying for the recall of his Excellency and other matters of a similar character; and, as we are informed, procured the same to be subscribed by the Mayor (who, since his elevation to that office, has, on several occasions displayed a warm zeal in the Conservative cause), in the name and on behalf of the city; and transmitted the same to Lord Stanley, for presentation. We beg leave to add, that the whole population of the city of Hamilton, as ascertained by the census of 1848, amounted to 10,011; and, at a liberal estimate the male adult population may number 2,000. Of this number 1,353 have signed the address presented to his Excellency. Many more must have been unavoidably overlooked in handing about the address, and we feel assured that but few can be found in the city who could be induced to subscribe to an address such as that adopted at the public meeting above alluded to.

We desire to add, that the above statement is made on our own responsibility, as we do not feel ourselves authorized, as a deputation, to express any opinion in the name of the signers to the address we had the honour to present to his Excellency, beyond what is contained in that address.

We have, &c.,

(Signed) GEO. S. TIFFANY.
GEO. W. BARTON.
JOHN R. HOLDEN.
CHARLES O'COUNSELL.
JOSEPH ROBINSON.
JAMES FARISH.
JAMES CUMMINGS.
JOHN FERRIE.

LONDON:
Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

CANADA.

RETURN to an Address of the Honourable The House of Commons, dated 23 March 1849;—*for*,

"COPIES or EXTRACTS of DOCUMENTS and CORRESPONDENCE heretofore received, relating to COMPENSATION for REBELLION LOSSES in *Canada*."

Colonial Office, Downing-street, 1 May 1849.

B. HAWES.

(*Mr. Gladstone.*)

Ordered, by The House of Commons, *to be Printed*, 2 *May* 1849.

SCHEDULE.

REBELLION LOSSES IN CANADA.

No. in Series.	Date and No.	From whom.	SUBJECT.	Page.
			PART I.	
			CORRESPONDENCE, &c., during the Years 1838 to 1841.	
			LOWER CANADA:	
1.	26 Jan. 1838 (14)	Governor the Earl of Gosford.	Submits question whether any and what description of Losses are to be indemnified, and in what manner -	1
			Report of Council on making advances to the Sufferers -	2
2.	- - - -	- - - -	Ordinance, 1 Vict., c. 7, "To authorize the appointment "of Commissioners to investigate the Claims of certain "loyal Inhabitants of this Province for Losses sustained "during the late unnatural Rebellion" - - -	3
			UPPER CANADA:	
3.	- - - -	- - - -	Act, c. 13., 1838, "To authorize the Appointment of Com- "missioners to investigate the Claims of certain Inha- "bitants of this Province for Losses sustained during "the late unnatural Rebellion" - - - - -	4
			LOWER CANADA:	
4.	25 Feb. 1839 (2)	Secretary of State Marquis of Normanby.	Calling for Reports of Rebellion Commissioners, for the information of the House of Commons - - -	5
			(A similar Despatch to the Lieutenant-governor, No. 216, 2d February.)	
			UPPER CANADA:	
5.	12 April 1839 (86)	Lieut.-Governor Sir George Arthur.	Encloses Report of Commissioners under the Act c. 13, 1838, on Claims for Losses - - - - -	5
			LOWER CANADA:	
6.	8 May 1839 (69)	Governor Sir John Colborne.	Enclosing First and Second Reports of the Indemnity Commissioners, under the Ordinance, 1 Vict. c. 7 -	21
7.	- - - -	- - - -	Act 2 Vict., c. 35, To extend the Provisions of the Ordinance, 1 Vict., c. 7 - - - - - - - -	21
			UPPER CANADA:	
8.	- - - -	- - - -	Act 2 Vict., c. 68, "To make Provision for the Payment "of certain Losses sustained by sundry Individuals therein "named" - - - - - - - - - -	21
9.	11 May 1839 (102)	Lieut.-Governor Sir George Arthur.	Enclosing Address of Parliament of Upper Canada, that the Compensation for Losses be paid from Imperial Funds	22
10.	27 June 1839 (69)	Secretary of State, Lord Normanby.	In reply. No prospect that the Imperial Parliament will grant indemnity for Losses - - - - -	23
11.	12 Oct. 1839 (20)	Secretary of State, Lord John Russell.	Objecting to a Bill passed by the Legislature in 1839, the Preamble of which would entail the payment of the indemnity from Imperial Funds - - - - -	23
12.	15 Feb. 1840 (53)	Governor Right Hon. C. Poulett Thomson.	With Address of Assembly of Upper Canada, praying that Great Britain will assume the charge of indemnifying the Sufferers by the Insurrection - - - -	24
13.	26 May 1840 (115)	- - - -	Further on the subject - - - - - - - -	25
14.	15 July 1840 (184½)	Secretary of State, Lord John Russell.	Communicates the Treasury's decision on the foregoing Address, &c. - - - - - - - - -	26
			LOWER CANADA:	
15.	15 July 1840 (184)	- - - -	Calling for return of Names, Salaries, &c., of the Rebellion Claims Commissioners - - - - - -	26
16.	2 Oct. 1840 (167)	Governor Lord Sydenham.	Enclosing the Return - - - - - - - -	27

No. in Series.	Date and No.	From whom.	SUBJECT.	Page.
	UPPER CANADA:			
17.	- - - -	- - - -	Act, 3 Vict., c. 76. "To ascertain and provide for the Payment of all just Claims arising from the late Rebellion and Invasions of the Province" - - - -	28
18.	- - - -	- - - -	Act, 4 & 5 Vict., c. 39, To amend and enlarge an Act of the Legislature of the late Province of Upper Canada, intituled, "An Act to ascertain and provide for the Payment of all just Claims arising from the late Rebellions and Invasions of this Province" - - -	31
	CANADA:			
19.	25 Aug. 1841 (108)	Governor Lord Sydenham.	In reporting on Mr. Smith's case, refers to the principle of the first Indemnity Ordinance; 21,000 *l.* awarded in Sir J. Colborne's time; the Provincial Treasury had become exhausted, and the operations of the Commissioners consequently closed, the Claims recommended by them having to stand over till Provincial Funds should improve - - - - - - - - - -	31
20.	14 Dec. 1841 (49)	Acting Governor Jackson.	Particulars of Mr. Smith's case; discontent at the delay in satisfying Claims like the present; its effect on the loyalty of the inhabitants - - - - - -	32

PART II.

CORRESPONDENCE from 1844.

21.	7 Mar. 1844 (44)	Governor Sir C. Metcalfe.	Encloses Petitions from the Inhabitant of Huntingdon; laments the delay in settling the Claims for Rebellion Losses, owing to the disinclination of influential Parties in the Colony to provide the requisite Funds; refers to stoppage of the former Commission of Inquiry - -	34
22.	8 May 1844 (215)	Secretary of State, Lord Stanley.	In acknowledging the Petition, suggests that Claims from North Sections of Canada be submitted to the Assembly, where they may meet with favourable consideration and be compensated by Debentures - - - - - No hopes from Imperial Funds.	35
23.	30 Apr. 1845 (263)	Governor Lord Metcalfe.	Encloses Act 8 Vict., c. 72, providing for payment of Claims on account of the Rebellion in Upper Canada, and appropriating Tavern License Duties, with Attorney-general's observations thereon - - - - -	35
24.	- - - -	- - - -	Act 9 Vict., c. 65, "To provide for the Payment of certain Rebellion Losses in Lower Canada, and to appropriate the proceeds of the Marriage License Fund" - -	37
25.	- - - -	- - - -	Act 10 & 11 Vict., c. 33, An Act to authorize the issuing of Debentures to pay the Balance due to Claimants for Losses during the Rebellion and Invasion in Upper Canada - - - - - - - - - -	39
26.	- - - -	- - - -	Extract from the Journals of the Legislative Assembly of Canada, 16 April 1846, containing the Correspondence between the Local Government and the Commission then appointed to inquire into Losses sustained by the Inhabitants of Lower Canada during the late Rebellion; their Instructions, &c. - - - - - - -	40
27.	- - - -	- - - -	The Report of the Commission - - - - -	43

COPIES or EXTRACTS of DOCUMENTS and CORRESPONDENCE heretofore received, relating to COMPENSATION for REBELLION LOSSES in *Canada*.

PART I.

CORRESPONDENCE DURING THE YEARS 1838 TO 1841.

FIRST COMMISSION.

— No. 1. —

(No. 14.)

COPY of a DESPATCH from Governor the Earl of *Gosford* to Lord *Glenelg*.

(Answered 15 June 1838, already printed in Canada Correspondence, presented to Parliament February 1839, page 47.)

Castle of St. Lewis, Quebec,
26 January 1838.
(Received 25 April 1838.)

No. 1.
Governor the Earl of Gosford to Lord Glenelg, 26 January 1838.

My Lord,

DURING the progress of the late rebellion in this province, many loyal individuals have sustained, as you may naturally suppose, losses to a greater or less extent, from the rebels having taken possession of and laid waste their property, or from the same having been destroyed by the military operations necessary for putting down the insurrection; and applications for indemnity having already been presented to me in two or three instances, it has become my duty to submit to your Lordship, for the consideration of Her Majesty's Government, the questions whether any and what descriptions of losses incurred from the above causes are to be indemnified, and in what manner. And I have to request that your Lordship will communicate with as little delay as possible your views on this subject, with such general instructions for the guidance of the Provincial Executive as you may think desirable.

As, however, there are two or three individuals who, from the extent and nature of their losses, would, unless some immediate assistance were afforded, be reduced to the verge of ruin, I submitted for the advice of the Executive Council, whether an advance by way of loan could with propriety be made by the Executive to such loyal subjects as might satisfactorily show that the whole or the greater part of their property had, without any fault or connivance of theirs, been destroyed by the rebels or Her Majesty's forces during the late insurrection, to the extent of one-third of their estimated loss; the party giving good security for the repayment of the amount so advanced, without interest, in the event of the Government hereafter deciding that such losses were not to be indemnified. The Council, a copy of whose Report is herewith transmitted, were of opinion that it might be proper to make advances to the extent and on the conditions I have just stated; suggesting, at the same time, that the proposed measure of relief be for the present limited to the most distressing cases, and that the question of affording such relief to all the loyal sufferers should be submitted without delay to Her Majesty's Government.

Enclosure No. 1.
21 January 1838.

The most urgent case that has come before me in such a complete and satisfactory shape as would enable me to deal with it under this advice of the Council, is that of the Honourable Mr. Debartzch, who, residing at St. Charles, in the midst of the rebels, was forced abruptly and by night to fly from his home in order to escape from their hands, and to preserve his liberty, if not his life, and whose property in that village having been taken possession of and fortified as the head quarters of the insurrectionary force there, was almost totally destroyed by them, and by the conflagration caused by the fire of Her Majesty's troops, under Colonel Wetherall, when he attacked and carried the stockaded position on the 25th of November last, as reported in my Despatch of the 30th of the same month, No. 123. Mr. Debartzch laid before me a detailed account of his severe losses in respect of this property, exceeding 6,000 *l.*, exclusive of 3,000 *l.* or 4,000 *l.* in debts, rent, &c., owing to him by many implicated in the late

late rebellion, for which he does not claim, nor do I think would be entitled to receive indemnity.

See Enclosure No. 2. 23 January 1838.

Although satisfied of the distressing situation to which this gentleman has been reduced in consequence of his known opposition to the views and designs of the rebel party, I did not act without bringing his case before the Council, and with their advice advanced to him at once the sum of 1,000 *l.*, taking his bond, with two responsible securities for repayment of the same, in case it should be decided that no indemnification was to be granted; and appointing an arbitrator to ascertain, in conjunction with one named by Mr. Debartzch, the actual extent of his losses in respect of the property at St. Charles, before any further sum is advanced to him to make up the one-third contemplated by the Report of Council.

No other case so clear or so pressing as that of Mr. Debartzch has yet been brought formally under my notice, and I trust that the arrangements I have thought it advisable to make in this matter will meet with the concurrence of Her Majesty's Government.

I have, &c.
(signed) *Gosford.*

Enclosure 1, in No. 1.

To his Excellency the Earl of *Gosford*, Captain General and Governor-in-Chief of the Province of Lower Canada, &c. &c. &c.

Encl. 1, in No. 1.

REPORT of a Committee of the Executive Council on your Excellency's Reference in Council, of the 20th instant.

Present:—The Honourable Mr. Stewart, the Honourable Mr. Pemberton, the Honourable Mr. Panet, and the Honourable Mr. Guesnal.

May it please your Excellency,

The Committee having deliberated upon your Excellency's reference in Council of the 20th instant, are humbly of opinion that it may be proper to advance, by way of loan, to any loyal subject who can show satisfactorily that the whole or greater part of his property has been destroyed, without any connivance or fault of the applicant, by the rebels or Her Majesty's Forces, during the late insurrection, a sum not exceeding one-third of the estimated loss; the party giving good security for the repayment of the amount so advanced, without interest, in case of the Government hereafter deciding that such losses are not to be indemnified by the public.

The Committee would, however, humbly suggest that the proposed relief be for the present limited to the most distressing cases, and that the measure of affording relief to all the loyal sufferers be submitted, without delay, to Her Majesty's Government.

All which is respectfully submitted to your Excellency's wisdom.

By order.
(signed) *J. Stewart,*
Chairman.

Council Chambers,
21 January 1838.

Enclosure 2, in No. 1.

At the Council Chamber, in the Government Buildings.

Thursday, 23 January 1838.

Encl. 2, in No. 1.

Present:—His Excellency the Earl of Gosford, Captain-General and Governor-in-Chief, &c. &c. &c., the Honourable Mr. Stewart, the Honourable Mr. Pemberton, the Honourable Mr. Panet, and the Honourable Mr. Guesnal.

His Excellency submitted to the Board a petition and letter from Pierre Dominique Debartzch, esq., setting forth the losses to which he has been subjected, and the distressed situation in which he is placed by the destruction of his property at St. Charles during the late insurrection, and praying that a loan may be made to him of 3,000 *l.* currency.

Whereupon it was ordered, with the advice of the Board, that a sum not exceeding 1,000 *l.* may be advanced to Mr. Debartzch, upon his giving the necessary proof and security required by the Report of Council of the 21st instant, and that upon his furnishing proof under oath by two competent judges, one to be nominated by the Crown, of the extent of his loss, a sum not exceeding in the whole one-third of his actual losses may be advanced to him.

(Certified.)
(signed) *George H. Ryland.*

—No. 2.—

ANNO PRIMO VICTORIÆ REGINÆ.* No. 2.

CAP. 7.—AN ORDINANCE to authorize the Appointment of Commissioners to investigate the Claims of certain loyal Inhabitants of this Province, for Losses sustained during the late unnatural Rebellion.

WHEREAS during the late unnatural rebellion, certain loyal inhabitants of this province sustained much loss and damage, by the destruction of their dwellings, buildings and other property and effects by the rebels; and whereas it is expedient, that a diligent and impartial inquiry should be made into the amount of such losses: Be it therefore ordained and enacted, by his Excellency the Administrator of the Government of this province, authorized to execute the commission of the Governor thereof, by and with the advice and consent of the Special Council for the affairs of the said province, constituted and assembled by virtue of and under the authority of an Act of the Parliament of Great Britain and Ireland, passed in the first year of the reign of Her present Majesty, intituled, "An Act to make Temporary Provision for the Government of Lower Canada;" and it is hereby ordained and enacted, by the authority of the same, That it shall and may be lawful for the Governor of this province, or for the person administering the government thereof, from time to time, by commission under the great seal of the said province, to appoint three persons as Commissioners, whose duty it shall be to inquire into the losses sustained by Her Majesty's loyal subjects during the late unnatural rebellion, and also into the means which may be possessed by the parties, who may have occasioned such losses, to indemnify the sufferers, and the legal recourse which the said sufferers may have against the said parties.

And be it further ordained and enacted by the authority aforesaid, that the said Commissioners, before they enter upon the execution of their office, shall take an oath before any one of Her Majesty's Justices of any one of Her Majesty's Courts of Queen's Bench within the said province, and which he is hereby authorized to administer to the following effect:

"I, A. B., do swear, that, according to the best of my skill and knowledge,
"I will faithfully, impartially and truly execute the duty of Commissioner
"for ascertaining losses sustained by certain loyal inhabitants of this pro-
"vince during the late unnatural rebellion. So help me GOD."

And be it further ordained and enacted by the authority aforesaid, that it shall and may be lawful to and for the said Commissioners, and they are hereby authorized and empowered and required to examine, upon oath, all persons whom the said Commissioners shall think fit to examine, touching all such matters and things as shall be necessary for the execution of the powers vested in the said Commissioners by this Act; and all such persons are hereby directed and required personally to attend the said Commissioners, at such time and place as they shall appoint.

And be it further ordained and enacted by the authority aforesaid, that the said Commissioners be authorized, and they are hereby authorized, to meet and sit, from time to time, at such place or places as the Governor, or person administering the government of this province, may direct, with or without adjournment, and to send their precept or precepts under their hand and seal, for any person or persons whatsoever, and for such books, papers, writings or records as they judge necessary for their information, or the execution of the powers vested in the said Commissioners by this Act.

And be it further ordained and enacted by the authority aforesaid, that it shall and may be lawful for the Governor, or person administering the government of this province for the time being, by an instrument under his hand and seal at arms, to appoint a clerk and messenger to the said Commissioners, and the same from time to time to remove, and others to appoint in their stead.

And be it further ordained and enacted by the authority aforesaid, that the said Commissioners shall from time to time, at their discretion, or as often as they

* This Ordinance was inclosed in Sir J. Colborne's Despatch, No. 36, 30 April 1838, already printed for Parliament; *vide* page 34, Canada Correspondence, presented to both Houses of Parliament by Command, (357), 4 May 1838.

they shall be thereunto required, and as soon as possible after the determination of their examination and proceeding, by virtue of this Act, and without any further requisition, furnish an account of their proceedings in writing to the Governor or person administering the government of the said province for the time being.

And be it further ordained and enacted by the authority aforesaid, that in case any person or persons, upon examination upon oath before the said Commissioners respectfully, as before mentioned, shall wilfully and corruptly give false evidence, every such person so offending, and being duly convicted thereof, shall be and is and are hereby declared to be subject and liable to such pains and penalties, as by any law now in being persons convicted of wilful and corrupt perjury are subject and liable.

And be it further ordained and enacted by the authority aforesaid, that the clerk of the said Commissioners shall, and he is hereby required faithfully to execute and perform the trust in him reposed, without taking anything for such service, other than such salary and reward as the Governor or person administering the Government for the time being shall think fit to direct and appoint in that behalf.

J. Colborne.

Ordained and enacted by the authority aforesaid, and passed in Special Council, under the great seal of the province, at the Government-house, in the city of Montreal, the 26th day of April, in the first year of the reign of our Sovereign Lady Victoria, by the Grace of God of Great Britain and Ireland Queen, Defender of the Faith, and so forth, in the year of Our Lord 1838.

By his Excellency's command.

W. B. Lindsay,
Clerk of Special Council.

— No. 3. —

No. 3. CHAP. XIII.—AN ACT to authorize the Appointment of Commissioners to investigate the Claims of certain Inhabitants of this Province, for Losses sustained during the late unnatural Rebellion.—(Passed 6th March 1838.)

Preamble. WHEREAS, during the late unnatural rebellion, certain inhabitants of this province sustained much loss and damage by the destruction of their dwellings and other buildings by the rebels: And whereas it is expedient that a diligent and impartial inquiry should be made into the amount of such losses; Be it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Upper Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, intituled, "An Act to repeal certain Parts of "an Act passed in the fourteenth year of His Majesty's reign, intituled, 'An Act "'for making more effectual Provision for the Government of the Province of Quebec, "'in North America, and to make further Provision for the Government of the said "'Province,'" and by the authority of the same, That it shall and may be lawful for the Lieutenant-governor of this province, from time to time, by commission under the great seal of said province, to appoint three persons as Commissioners, whose duty it shall be to inquire into the losses so sustained by Her Majesty's subjects during the late unnatural rebellion.

Three Commissioners to be appointed.

Commissioners, before entering on their office, to take an oath, &c. II. And be it further enacted by the authority aforesaid, that the said Commissioners, before they enter upon the execution of their office, shall take an oath before any one of Her Majesty's Justices of the Peace, which he is hereby authorized to administer, to the following effect:

"I, A. B., do swear, that, according to the best of my skill and knowledge, "I will faithfully, impartially and truly execute the duty of Commissioner "for ascertaining the losses sustained by certain inhabitants of this "province during the late unnatural rebellion.

"So help me GOD."

Authority given Commissioners to examine persons on oath, &c. III. And be it further enacted by the authority aforesaid, that it shall and may be lawful to and for the said Commissioners, and they are hereby authorized and empowered and required, to examine upon oath all persons whom the said

said Commissioners shall think fit to examine, and touching all such matters and things as shall be necessary for the execution of the powers vested in the said Commissioners by this Act; and all such persons are hereby directed and required personally to attend the said Commissioners, at such time and place as they shall appoint.

Commissioners to hold their meetings from time to time, and to summon persons to appear before them, and examine books, &c.

IV. And be it further enacted by the authority aforesaid, that the said Commissioners are hereby authorized to meet and sit from time to time at such place or places as the Lieutenant-governor or person administering the government of the province may direct, with or without adjournment, and to send their precept or precepts, under their hands and seals, for any person or persons whatsoever, and for such books, papers, writings or records, as they judge necessary for their information, or the execution of the powers vested in the said Commissioners by this Act; and the said Commissioners are hereby authorized to appoint and employ a clerk and messenger.

Punishment for false swearing before Commissioners.

V. And be it further enacted by the authority aforesaid, that in case any person or persons, upon examination upon oath before the said Commissioners respectively, as before mentioned, shall wilfully and corruptly give false evidence, every such person so offending, and being duly convicted thereof, shall be and is and are hereby declared to be subject and liable to such pains and penalties as by any law now in being persons convicted of wilful and corrupt perjury are subject and liable.

Commissioners to furnish account of their proceedings to Governor, to be laid before Legislature.

VI. And be it further enacted by the authority aforesaid, that the said Commissioners shall from time to time, at their discretion, or as often as they shall be thereunto required, and as soon as possible after the determination of their examination and proceedings by virtue of this Act, and without any further requisition, furnish an account of their proceedings in writing to the Lieutenant-governor, and that a copy of such proceedings may be laid before the Legislature of this province at the then next ensuing Session of Parliament.

Clerk employed by Commissioners to receive no other pay than the salary ordered by Commissioners.

VII. And be it further enacted by the authority aforesaid, that the clerk to the said Commissioners is hereby required faithfully to execute and perform the trust in him reposed, without taking anything for such his service, other than such salary or reward as the said Commissioners shall think fit to direct and appoint in that behalf.

— No. 4. —

COPY of a DESPATCH from the Marquis of *Normanby* to Sir *J. Colborne.*

(A similar Despatch to the Lieutenant-Governor of Upper Canada, same date, No. 216.)

No. 4.
Marquis of Normanby to Sir J. Colborne, 25 February 1839.

Sir, Downing-street, 25 February 1839.

THE House of Commons having presented an humble address to The Queen, praying that there be laid before them "a copy of the Report of the Commissioners appointed in Lower Canada under an Ordinance of 1st Vict., c. 7, to "inquire into the losses sustained during the late rebellion; also of the names of "persons who claimed compensation before the said Commissioners, and the "amount of their claims;" and Her Majesty having been pleased to command a compliance with that address, I have to desire that you will, with the least possible delay, furnish me with the information in question for presentation to the House of Commons.

I have, &c.,
(signed) *Normanby.*

— No. 5. —

(No. 86.)

No. 5.
Lieut.-Governor Sir George Arthur, K. C. H., to the Marquis of Normanby, 12 April 1839.

COPY of a DESPATCH from Lieutenant-Governor Sir *George Arthur*, K. C. H., to the Marquis of *Normanby*.

Upper Canada, Toronto, 12 April 1839.

My Lord, (Received 8 May 1839.)

IN compliance with the request contained in your Lordship's Despatch, No. 216,* of the 25th of February, I have the honour to transmit herewith a copy of the Report of the Commissioners appointed under the provincial statute, 1 Vict. c. 13, to investigate the claims of certain inhabitants of Upper Canada for losses sustained by them during the late rebellion.

Vide supra.

This Report will be found to embody all the information called for by you Lordship, and will, I trust, enable you fully to comply with the anticipated application of the House of Commons.

In connexion with this subject, I have further the honour to transmit a recapitulative statement of such claims as have come before me for losses which, subsequent to the rebellion, have been sustained by individuals in this province, from the acts of piratical bands armed and organized within the jurisdiction of the United States of America.

The documents having reference to the claims of most of the parties mentioned in this list have been already brought under the notice of your Lordship's predecessor in my despatches noted in the margin.

No. 67,* 27 Sept. 1838.
No. 13,* 5 Feb. 1839.
No. 71,* 30 Mar. 1839.

Your Lordship will perceive that the only fresh claims preferred are those numbered 4, 5 and 6, being the cases of Messrs. Holditch, Fraser and Macdonell, for losses on board the "Sir Robert Peel."

I beg to refer your Lordship to my despatch last quoted, as containing the only remarks which at present I have to offer respecting these or similar applications.

I have, &c.
(signed) *G. Arthur.*

Enclosure 1, in No. 5.

Encl. 1, in No. 5.

To His Excellency Sir *George Arthur*, K. C. H., Lieutenant-Governor of the Province of *Upper Canada*, Major-General Commanding Her Majesty's Forces therein, &c. &c. &c.

The Commissioners appointed under the provincial statute, 1st Vict., c. 13, "to investigate the Claims of certain Inhabitants of this Province for Losses sustained during the late unnatural Rebellion," respectfully beg leave to report:

That immediately after their appointment they gave public notice of their being prepared to receive claims for investigation under the Act of the Legislature, with a request that they should be forwarded to Toronto, the place appointed by your Excellency for the sittings of the board.

In the performance of their duties under the statute, the following claims have been brought before them for investigation, copies of which accompany this report:—

		£.	s.	d.
No. 1.	John Butler—for loss of household furniture, &c., burned by the rebels	102	8	9
No. 2.	Robert C. Horne, Esq.—dwelling-house, with other buildings and their contents, burned by the rebels	2,369	2	9
No. 3.	Mrs. Margaret Washburn—dwelling-house, barn and contents, burned by the rebels	1,310	6	5
No. 4.	William Burrows—loss of furniture, &c. in house burned by the rebels	448	9	5
No. 5.	Nicholas Burrows—clothing, &c. in house burned by the rebels	33	5	3
No. 6.	Michael Murnan—clothing in house burned by the rebels	7	4	–
No. 7.	Jane Milligan—clothing in house, burned by the rebels	9	–	–
No. 8.	Clarke Gamble, Esq.—as acting executor and trustee for sundry property of the estate of the late Benjamin Whitney, Esq., in house burned by the rebels	125	–	–

Copy of the evidence adduced on these several claims is also annexed for your Excellency's information.

Taking each claim in its order, with the evidence brought before them in support of the demands made upon the public by the parties who have suffered loss by the acts of traitors during the late rebellion, the Commissioners respectfully beg leave to submit the following observations for your Excellency's consideration:—

No. 1. *John Butler.*—It appears from the evidence of Richard Butler, who was left in charge of the family, that his father, the claimant, was meritoriously employed in the discharge of his duty as a militia-man on the Niagara frontier during a threatened invasion of the province, and that this period of his absence on such an occasion, when it is probable, too, that his fellow loyal subjects and neighbours were called from their homes, and his family left in comparative insecurity, was deemed most opportune by incendiary rebels to deprive them of their shelter, and to ensure the complete destruction of their property.

The evidence is not so clear and pointed in this case as in all the others, as to the act having positively been that of the rebels. In all the other cases no doubt whatever remains on this point, as the acts of destruction took place in open day, in the presence of several witnesses; in this, however, the dead hour of night, when the inmates were at rest, and

---

* These Despatches referred to the cases of particular individual claimants for compensation.

and the neighbourhood in repose, seems to have been appropriately chosen for the deed of darkness; the family being first aroused by the fire, which speedily accomplished its work of destruction, and from which they escaped with some difficulty. The presumption, in the opinion of the Commissioners, is strongly in favour of the belief of the witness, that the house was fired by incendiaries from the rebels; and as they see no cause to doubt the reasonableness of the charges made for the several items of property lost, they recommend this claim for payment, 102*l.* 8*s.* 9*d.*

No. 2. *Robert C. Horne*, Esq.—This gentleman's residence, near Toronto, was burned by the rebels on December 5th, 1837, and involved the destruction of the whole establishment and its contents.

The value of the buildings destroyed is ascertained in a satisfactory manner, not only from the estimate of Dr. Horne himself, but from the testimony of the person from whom he purchased the premises, and that of one of the most respectable practical builders now in Toronto, who was actually employed upon them during their erection.

Of the contents of the dwelling-house, &c., the value is ascertained by the evidence of Dr. Horne, and with reference to the ordinary prices of similar articles, appear to be fairly stated.

It has been thought proper, however, to deduct from this claim certain items for which compensation ought more properly to be sought by other parties.

	£.	s.	d.	£.	s.	d.
The total amount of claims submitted by Dr. Horne is -				2,369	2	9
Subject to the following deductions:						
Amount of articles, the property of the estate of the late Benjamin Whitney, esq. - - - - - - -	125	–	–			
Servants' clothing - - - - -	16	4	–			
And taking the estimate of Messrs. Ewart and Ritchey as to value of buildings -	100	–	–			
Difference of - - - - - - - - -				241	4	–
Leaving the sum of - - - - - £.				2,127	18	9

which they recommend to be allowed to Dr. Horne as compensation for the losses sustained by him.

No. 3. Mrs. *Margaret Washburn*.—This was a large and valuable property on the River Don, near the city of Toronto, newly built by the late Simon Washburn, esq., and not quite completed at the time of his death; the evidence will show that the premises were on an extensive scale.

It appears from the Report of a Committee of the House of Assembly last session, that a larger amount was recommended as being due than what is now claimed. The items now specified in detail give a total of 1,310*l.* 6*s.* 5*d.*, with a statement annexed as explanation, that the actual cost was about 1,640*l.*, "including excavation and other matters;" and this may probably account for the difference in amount, but which the Commissioners did not consider as coming within the view of their investigation.

From the evidence adduced, the following amounts appear to be satisfactorily established:

	£.	s.	d.
Cash payments - - - - - -	986	15	–
Wragg & Co. - - - - - -	109	1	5
Timber, Hay, Oats, Laths - - - -	125	10	–
Amounting to - - - - £.	1,221	6	5

and which they would recommend to be allowed to the claimant.

	£.	s.	d.
No. 4. *William Burrows*.—The claim now submitted by Mr. Burrows is -	448	9	5
By a former one sent into the House of Assembly it was - -	304	7	6
The excess of claim now presented, being - - - £.	144	1	11

It will be seen from the testimony of the claimant, that he states the difference to have arisen from his having, in the first instance, been called upon in a hurry to prepare his claim, and that many items have since been recalled to his recollection.

With respect to this claim, it appears to the Commissioners that some of the items are charged at rather high prices; this applies to his own clothing, to some of the books, as well as some other articles. The evidence of his wife, Mary Burrows, respecting the clothing belonging to herself, and the articles of property in the house more immediately under her care, is considered quite satisfactory.

On an account including such a variety of items it would be difficult to detail at length the particulars of overcharge; having, however, given the claim their attentive and careful consideration, and making deductions from those items which the Commissioners apprehend to be overcharged, giving at the same time credit to the statement of the claimant as to the cause of difference in the amount above alluded to, they have thought that this demand should be allowed to the extent of 350*l.*

No. 5. *Nicholas Burrows.*—This claim appears to the Commissioners to be satisfactorily sustained by the evidence, and they recommend its allowance as stated, 33*l.* 5*s.* 3*d.*

No. 6. *Michael Murnan.*—This claim appears to be satisfactorily sustained by the evidence, and is recommended to be allowed as stated, 7*l.* 4*s.*

No. 7. *Jane Milligan.*—This claim appears to be satisfactorily sustained by the evidence, and is recommended to be allowed as stated, 9*l.*

No. 8. *Clarke Gamble,* Esq.—This claim appears to be satisfactorily sustained by the evidence, and is recommended to be allowed as stated, 125*l.*

The amounts thus recommended to be allowed to the respective parties would stand as follows:—

RECAPITULATION.

	£.	s.	d.
No. 1. John Butler	102	–	9
2. Robert C. Horne	2,127	18	9
3. Mrs. Washburn	1,221	6	5
4. William Burrows	350	–	–
5. Nicholas Burrows	33	5	3
6. Michael Murnan	7	4	–
7. Jane Milligan	9	–	–
8. Clarke Gamble	125	–	–
TOTAL	£. 3,975	15	2

The Commissioners beg leave to state to your Excellency, that under the statute, the powers vested in them being limited to the investigation of claims for losses sustained to the date of its becoming a law, they did not feel themselves authorized, under its provisons, to take into their consideration the claim of a respectable and loyal inhabitant of the province, whose house was damaged at the time of the attack at the Short Hills in the Niagara District, in the month of June 1838, subsequent to the passing of the Act.

On account of the disbursements incurred by the Commissioners in the discharge of the duties entrusted to them, and for which they pray your Excellency's authority for liquidation, is annexed to this report.

All which is most respectfully submitted,

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae,
Commissioners.

Toronto, 23d February 1839.

No. 1.—CLAIM of *John Butler.*

The Queen,

Townships of Grimsby,
To John Butler, Dr.

To losses sustained during the late rebellion in the destruction of property by fire (through incendiaries or evil-disposed persons opposed to the constitutional government of this province), in the following articles:—

	£.	s.	d.
5 Tables, value 6*l.* 5*s.*; bedsteads, 4*l.*	10	–	–
1 Clock, 6*l.* 5*s.*; 1 desk, 5*l.*	11	5	–
2 Barrels Pork, 8*l.*; bedding, 3*l.*	11	–	–
Wearing apparel, 5*l.*; 2 barrels salt, 1*l.* 10*s.*	6	10	–
2½ dozen Chairs, 8*l.*; 4 barrels flour, 7*l.*	15	–	–
50 bushels Potatoes, 4*l.* 13*s.* 9*d.*; books, 5*l.*	9	13	9
Bank bills and pocket-book	30	–	–
Flax wheels, yarn, &c., 5*l.*; cooking utensils and delft-ware, 4*l.*	9	–	–
	£. 102	8	9

We,

We, the undersigned, do certify, that we were at the burning on the same night, which was on the 7th February, and that his statement is correct.

(signed) *Orell Smith.* *Daniel Lines.*
David Smith. *Joseph Merritt.*
Charles Roy. *John Cutler.*

The above signers are respectable persons of that neighbourhood.

(signed) *Robert Nelles*, J. P.

2d June 1838.

Niagara, 4 June 1838.

We, the undersigned, do certify, that John Butler, a private soldier belonging to the 2d Company 1st Frontier Light Infantry, was on duty on the night that his house and property were destroyed by fire, which is mentioned in his claim. This man has served on the lines since the month of December 1837.

(signed) *John Clark*, Lieut.-Colonel,
Commanding 1st Frontier Light Infantry.

(signed) *Lewis Clement*, Captain 2d Company,
1st Frontier Light Infantry.

EVIDENCE on Claim of *John Butler.*

Richard Butler, sworn.—Is son of the claimant, John Butler; resides in the township of Grimsby; resided there on the 7th February 1838, living in the house there occupied by his father's family, who was then absent on militia duty on the Niagara frontier; on that night, viz., 7th February 1838, the house was destroyed by fire by incendiaries, as the deponent suspects and believes from the rebels; the fire broke out about midnight, and was first seen to break out from the stoop in front of the house; himself, his mother and family, in all seven, then at home, being aroused by the fire, with difficulty made their escape from the building, which was filled with smoke and burning; found it impossible to save anything from the house, their attention being first directed to get the children out of the house; they are distant from their nearest neighbours above 50 rods; some of the neighbours came to the fire, but could render no assistance in saving the furniture, it being impossible to venture into the burning house, which was eventually totally consumed, his father's household stuff and furniture being burnt in it.

The inventory of articles for which claim is made being read to deponent, he states that to his knowledge they were in the house when destroyed; the money he knows was in the house, having had it in his hands the day before the fire; the pocket-book contained 120 dollars in bank-notes, the greater part being in Bank of Upper Canada notes; the articles enumerated, to the best of his knowledge and belief, are fairly valued.

The house was rented by his father from Merritt Paulding, late of Grimsby, yeoman, latterly of the town of Niagara, where he kept a tavern, and who left the province soon after the rebellion broke out.

(signed) *Richard Butler.*

Sworn before the Commissioners at Toronto, this 5th November 1838.

(signed) *Alexander Wood,*
Robert Stanton, } Commissioners.
Thomas Carfrae,

No. 2.—CLAIM of Dr. *Horne.*

The Commissioners upon Claims for Losses during the Rebellion.

Gentlemen, Toronto, 20 November 1838.

I ENCLOSE an estimate of my losses by the rebels when advancing upon this city in December last.

The impossibility of accuracy in making such a return must be obvious; and I trust the Commissioners, taking that into consideration, and the undoubted fact, that the burning of my house saved the whole city from destruction, by exposing to many of the insurgents the true nature of the conspiracy, and by exciting a more determined spirit among the loyalists, will make some allowance in addition for interest, as it may be several years before the claim is paid.

I have, &c.

(signed) *R. C. Horne.*

ESTIMATE of the Value of Property belonging to *R. C. Horne*, destroyed by the Rebels, 5th December 1837.

	£.	s.	d.
1 large cooking-stove, 11 *l.* 5*s.*; 1 box ditto, 6*l.* 3*s.*; 3 ditto, at 3*l.* 15*s.* -	28	10	–
3 „ Russian iron dumb stoves, 9*l.* 10*s.*; stove pipes, 60*s.* - - -	12	10	–
Chairs, 24 at 11*s.* 3*d.*; 5 at 7*s.* 6*d.*; 12 at 5*s.*; 6 at 2*s.* 6*d.*; benches, 10*s.*	18	17	6
„ 4 arm ditto, with covers, 20*s.*; 2 ditto, 15*s.*; work-table, 3*l.* -	5	10	–
Tables, 3, at 50*s.*; 6, at 30*s.*; 4, at 11*s.* 3*d.*; 3, at 6*s.* 3*d.*; 2 kitchen tables, at 45*s.* - - - - - - - - - - -	21	18	9
4 Sofas, at 5*l.*; hall clock and case, 18*l.* 15*s.* - - - - - -	38	15	–
Carpet, 34 yards, at 6*s.* 3*d.*; 72, at 5*s.*; 92, at 3*s.*; stair-carpet and rods, 6*l.* 10*s.* - - - - - - - - - - -	55	3	6
Wash-hand stand and furniture, 2 double, at 50*s.*; 1, at 18*s.* 9*d.* - -	5	18	9
Wash-hand stands, 2 double, at 7*s.* 6*d.*; extra furniture for ditto, 20*s.* -	1	15	–
Sideboard and drawers, 12*l.* 10*s.*; chest of drawers, 3*l.* - - - -	15	10	–
4 Book-cases, with doors and drawers, 17*l.*; 3 writing desks, 6*l.* - -	23	–	–
2 black walnut closets, 6*l.*; 3 wardrobe ditto, 16*l.* - - - - -	22	–	–
Closets, 3, at 20*s.*; 2, at 50*s.*; 2 double bedsteads, at 5*l.* - - -	16	–	–
3 double bedsteads, curtains, at 24*l.*; 2 French ditto, at 3*l.* - - -	27	–	–
4 single ditto, at 45*s.*; 6 hair mattresses, at 30*l.* - - - - -	32	5	–
3 Feather-beds, 18*l.* 5*s.*; bolsters, 62*s.* 6*d.*; 14 pillow-cases, 4*l.* 7*s.* 6*d.* -	25	10	–
12 Quilts, 7*l.* 10*s.*; 2 ditto, 20*s.*; 10 bolster cases, 37*s.* 6*d.* - - -	10	7	6
9 pairs of blankets, 15*l.* 15*s.*; 6 ditto, 5*l.* 5*s.*; 20 pillow-cases, 4*l.* - -	25	–	–
10 Cases for Under-beds, 4*l.*; 4 chintz curtains, 5*l.* 8*s.* - - - -	9	8	–
13 moreen curtains, at 30*s.*; table linen and napkins, 20*l.* - - -	39	10	–
Table-covers, 3*l.*; dinner set, 5*l.*; 1 double ditto, 20*l.* - - - -	28	–	–
2 Breakfast sets, 9*l.*; spar candlesticks, 40*s.*; salts, 50*s.* - - - -	13	10	–
Decanters, glasses, tumblers, &c., and common crockery - - - -	8	–	–
4 Dressing-glasses, 3*l.* 2*s.* 6*d.*; 2 dressing cases, 5*l.* - - - -	8	2	6
1 pair silver-edged plated candlesticks, snuffers and tray - - - -	4	5	–
1 ditto cruet-stand, 25*s.*; toast-rack, 16*s.* 3*d.*; silver ladle, 4*l.* 5*s.* -	6	6	3
12 Table-spoons, 12*l.*; 12 dessert ditto, 8*l.*; plate-warmer, 2*l.* - - -	22	–	–
2 Telescopes, 5*l.* 10*s.*; paint box and drawing instruments, 75*s.* - -	9	5	–
1 India cabinet, furnished, 18*l.* 15*s.*; large fender, 3*l.* - - - -	21	15	–
Block tin covers, 5*l.* 10*s.*; tea and other trays, 50*s.*; various tools, 5*l.* -	13	–	–
Plants and flowers, tubs, pots, shelves and garden seeds - - - -	8	–	–
4 cases surgical instruments, and 2 medicine chests - - - -	30	–	–
Medicines, bottles, &c., 15*l.*; 2 cases minerals and apparatus, 12*l.* 10*s.* -	27	10	–
Fire-irons, pots, kettles, knives and forks, and other iron ware - - -	27	10	–
Stock of store-room and pantry, consisting of flour, meat and other provisions, groceries, preserves, tin boxes, canisters, jars, bottles, &c. - - - -	50	–	–
Stock of cellars, as vegetables, wines, beer, barrels, casks, bottles, paints, &c. shelves and other fixtures - - - - - - - - - -	20	–	–
Stock of stable and yards, as fuel, hay, gig and cart harness, 2 saddles and bridles, 3 buffalo robes, 2 wheel-barrows, axes, saws, wedges, garden and stable tools, &c. - - - - - - - - - - -	30	–	–
Stock of bees and honey, 10*l.*; fruit trees, 2*l.* 10*s.* - - - - -	12	10	–
Clothes of self, wife, daughter, son, and nephew - - - - -	165	–	–
Books, maps and drawings - - - - - - - - - -	250	–	–
Man and 2 female servants' clothes and money - - - - -	30	–	–
£.	1,219	2	9
A two-story dwelling-house, 44 feet square, exclusive of a story and a half log building weather-boarded, containing pantry and store room, and servant's rooms, a verandah 10 feet wide, and close gallery of the same size, two cisterns, two wood sheds, smoke and ash house, and other small buildings, stable and coach house, cart-shed, poultry-house, gates, division fences, and high weather-boarded front fence - - - - -	1,150	–	–
Toronto, 19th November 1838. £.	2,369	2	9

The above estimate was made out when the transaction was recent; even at that time it was found impracticable to enumerate everything lost, many articles being recollected after making up the account, which were not considered worth while to add to it, as the whole was expected to be paid immediately; the omission cannot now be remedied.

A large quantity of books and furniture belonging to the estate of the late Mr. Whitney are included in the above list. I may be mistaken in the value of some of the items, but cannot hesitate to declare that the whole is within the amount lost by me on that occasion.

(signed) *R. C. Horne.*

EVIDENCE on Claim of Dr. *Horne.*

Robert C. Horne, sworn.—Says that the house and premises, with their contents, as set forth in the claim which he presents to the Board, were, with the exceptions therein named, his property, and that the same were destroyed by fire by the rebels on the 5th December 1837; to the best of this depoment's knowledge and belief, the amount claimed by him, as set forth in this his claim, is just and true in all its particulars, and that the several items therein mentioned are charged at a fair and reasonable value. The articles noticed, as exceptions in his account, were in his house at the time of its destruction, and the two sons (minor children) of the late Benjamin Whitney, esq., were residing with deponent and under his charge at the time; the clothes of these two boys were destroyed in the house, and to the best of this deponent's knowledge, would amount in value to the sum of 25*l.* currency. The articles of furniture and books included in his claim belonging to the estate of the late Mr. Whitney, would amount, to the best of his belief, to the sum of 100*l.* currency, making in all the sum of 125*l.* currency. With respect to the clothes and money of servants destroyed in the house, the value of about 7*l.* 10*s.* currency were the personal property of this deponent; the remainder of the items charged in the account belonged to a male and female servant in his employ at that time.

(signed) *R. C. Horne.*

Sworn before us, at Toronto, this 24th December 1838.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

John Ewart, sworn.—This deponent was formerly owner of the premises set forth in this claim; he sold them to Dr. Horne, delivering him the dwelling-house in a finished state; it was finished in good style. Deponent was called upon, together with Mr. Ritchey, last winter, to make an estimate of the value by a Committee of the House of Assembly; their estimate, as he recollects, was stated at 950*l.* currency, which amount was subsequently increased 100*l.* in consideration of additions and improvements made by Dr. Horne subsequently to his purchase of the premises from this deponent. The total value of the buildings destroyed by the rebels, to the best of this deponent's knowledge and belief, is of the value of 1,050*l.* currency.

(signed) *John Ewart.*

Sworn before us, at Toronto, this 24th December 1838.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

John Ritchey, sworn.—Knows the premises set forth in this claim; is a carpenter, and worked upon the house previous to its delivery to Dr. Horne; it was well finished, and with the additions and improvements since made by Dr. Horne, corroborates the value as stated by Mr. Ewart, that to the best of his knowledge and belief the premises were fairly worth 1,050*l.* currency.

(signed) *John Ritchey.*

Sworn before us, at Toronto, this 24th December 1838.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

No. 3.—CLAIM of *Margaret Washburn.*

Sir, Toronto, 31 January 1839.

HEREWITH I enclose you the amended statement of the property destroyed, belonging to Mrs. Washburn, signed by herself.

You will perceive I have altered it to a certain extent, on account of circumstances which I was not aware of previously.

(signed) *Josh. C. Morrison,*
Agent to the Estate of the late Simon Washburn, Esq.

Alexander Wood, Esq.
Chairman, Board of Claims.

STATEMENT of the Cost of building the Houses, Premises and Stables destroyed by the Rebels, near the Don Bridge, on the 7th December 1837, belonging to the Estate of the late Mr. Washburn.

	£.	s.	d.
To amount paid Wm. Burrows, as per receipts	986	15	–
To Commission charged by him	30	–	–
To one year's rent expended on premises	60	–	–
To amount paid Wragg & Co. as per account	109	1	5
To 3,500 feet hewn timber, at 10*l.* per 1,000	35	–	–
To 16 acres of oats, at 4*l.* per acre	64	–	–
To 56 bundles laths, at 6*s.* 3*d.* per bundle	17	10	–
To 3 tons of hay, at 3*l.* per ton	9	–	–
£.	1,310	6	5

The actual cost to the late Mr. Washburn was about 1,640*l.*, including on account of excavation and other matters, 520*l.*, which, from the loss of the papers relating thereto, cannot now be accounted for.

The excavations are a total loss to the estate, as the land is not thereby intrinsically increased in value. Mrs. Washburn would respectfully draw the attention of the Board to this particular.

The only vouchers that can be furnished are the receipts of Mr. Burrows, who superintended the erection of the buildings, and the account of Messrs. Wragg & Co. for materials, &c.; the papers containing the detailed expenditure having been burnt at the fire.

The laths, hay and oats were burnt in the buildings, and are charged at a lower rate than their value at that time.

The buildings were intended by the late Mr. Washburn for a large brewery, distillery, and inn attached. Mr. Burrows, at the time of the destruction of the premises, occupied the same, under a rental of 60*l.* per annum, and under a further agreement, that when Mr. Washburn had completed the inn and stabling, Mr. Burrows should pay at the rate of 6 per cent. on the actual cost, or at the rate of 130*l.* per year for the same.

There were many other articles destroyed, but Mrs. Washburn is unable from many circumstances, and particularly on account of Mr. Burrows (who is the only person acquainted with the subject), and who has shown himself inimical to her interests, to ascertain their description or value.

(signed) *Margaret Washburn,*
Executrix and sole Devisee of the late Mr. Washburn.

EVIDENCE on Claim of *Margaret Washburn.*

James FitzGibbon, Esquire, Clerk of the House of Assembly, sworn.—Says, that the claim of Mrs. Washburn was presented to the House of Assembly, and was referred to a Committee appointed by the House to inquire into the said claim, and others of a similar nature, during the last session. George S. Boulton, Esquire, M. P. P., was Chairman of the Committee.

A Report was made to the House by the said Committee, which deponent here presents. The following in an Extract therefrom, dated 24th February 1838:—

"It appears satisfactorily proven that the house and brewery belonging to Mr. Washburn, "with a number of articles therein, were destroyed by the rebels during the late rebellion, "and that their value was One thousand six hundred and fifty-three pounds three shillings, "1,653*l.* 3*s.*, which your Committee consider her entitled to for such loss as stated in her "petition."

The said Report was placed upon the Journal of the House in the ordinary manner, but no particular action took place upon it by the House. It was then near the close of the session, the prorogation having taken place on the 6th day of March following.

(signed) *James FitzGibbon.*

Sworn before us, at Toronto, this 1st February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Mary Burrows, sworn.—Says, that on the 5th December 1837, her husband, William Burrows, resided in the house on the east side of the Don Bridge, near Toronto, being the property set forth in Mrs. Washburn's claim. On the 7th December, during the rebellion, her husband observing the approach of a body of the rebels, left the house to go to Toronto, in order to give the alarm of their approach. The band of rebels, most of them being armed, came to the house not long after her husband had left for the city; a number of them

them came into the house, desiring her to leave it; on looking out, she saw the stable adjoining the house on fire; she was forced out of the house, without time being allowed her to remove anything out of it, or even to take necessary articles of clothing. In a short time the whole premises were in flames, and were entirely destroyed by the fire; she has no doubt the fire was set by the rebels; she fled to the office of the keeper of the toll-gate, and there saw some of the rebels take a brand from the fire-place, with which they fired the bridge. In the stable and barn, deponent is aware that a considerable quantity of hay and oats was stored away, as well as a quantity of squared timber and laths.

(signed) *Mary Burrows.*

Sworn before us, at Toronto, this 1st day of February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae. } Commissioners.

William Burrows, sworn.—Was residing in the house mentioned in this claim at the time of the rebellion; on the 7th of December 1837, he went up on the top of the house, with a spy-glass in his hand, and observed at some distance a body of armed men approaching, whom he believed to be a party of the rebels; he immediately proceeded to Toronto to give the alarm, and not very long after he saw the premises on fire, and has no doubt but that they were fired by the rebels whom he had previously seen approaching.

Deponent has resided on the premises from their first construction, and was himself employed in their erection. They consisted of a building constructed with a view to its being subsequently used as a brewery; a dwelling-house, which was used as an inn, granary, stable, and shedding with hay-loft, these latter being three stories in height; they were all frame buildings on stone foundations; the dwelling-house, was two stories in height, and that part of the premises intended for the brewery was to have corresponded with the granary and stables, being three stories in height. The materials for this part of the premises were all prepared and on the ground; the dwelling-house and granary, above mentioned, were completely finished and in the occupation of this deponent, who kept an inn there. Deponent was employed in the erection of the buildings, generally, as superintendent of the same, by Mr. Washburn; the disbursements were made through this deponent, he receiving from time to time the means of paying the people employed from Mr. Washburn. Materials, such as timber, stone, nails, iron-work and some other items, were disbursed by Mr. Washburn, without reference to this deponent, who has no personal knowledge of such items of expense. Deponent had kept account of the outlay made by him on account of the buildings, from monies placed in his hands by Mr. Washburn for that purpose. These accounts as well as all others, his own papers, books, and the articles of property belonging to himself, were burned in the house by the rebels, and he cannot now therefore state the particulars.

A book produced to witness, containing receipts for monies paid to him by Mr. Washburn at various times; deponent admits the correctness of these receipts; they are signed by him, and the several amounts were paid into his hands by Mr. Washburn, and by him expended on Mr. Washburn's account in the erection of the premises in question, and in the laying in of the materials to be used as before stated. These sums are exclusive of the excavation of the brewery part of the building, which was a separate job. A commission was charged by this deponent against Mr. Washburn on the expenditure, amounting to about 30 *l.*, independently of the money receipts now produced. The excavation part of the brewery was performed by this deponent, and he was to have continued in possession of the inn and its appurtenances, as the tenant of Mr. Washburn, at the rate of 65 *l.* per annum, till the job was settled up; he remained in actual possession from 13th January 1837 to the time of the destruction of the premises, being about 11 months. Deponent is aware that a considerable quantity of squared timber and other materials were prepared and on the premises, with a view to the completion of the brewery part; a great part of these were totally consumed by the fire, and other parts damaged. Cannot speak positively as to the total quantity of timber, materials, &c., laid down on the premises, but is aware the whole which would have been required for the erection of the brewery were there, for the framing, flooring and covering it in to the three stories in height. There were also some thousands of laths, which were totally destroyed by the fire. In the barn and granary a quantity of hay and oats were laid in; these were the property of Mr. Washburn, having been brought there from his farm; the produce of about 16 acres of oats was so laid up, and part of the produce of about 12 acres of hay; the value of the oats, at a fair and reasonable valuation, this deponent believes would be about 5 *l.* the acre; thinks there were about three tons of the hay. The whole of the oats and hay on the premises were destroyed by the fire.

The brewery was intended as a building larger than the granary part, which was 80 feet by 40, and to have been, as before stated, three stories in height; the materials provided and on the premises were in accordance with that design, and from his knowledge of building and quantities required for such a purpose, would, he thinks, exceed 3,500 feet

 squared

squared timber; he is not aware of any other articles being on the premises, the property of Mr. Washburn, than those stated in this his deposition.

(signed) *William Burrows.*

Sworn before us, at Toronto, this 1st February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Henry Layton, sworn.—Is a clerk in the employ of Wragg & Co., of this city, hardware merchants. Knows the premises at the Don Bridge, the property of the late Mr. Washburn. During the erection of the buildings, various materials of hardware were furnished on Mr, Washburn's account by Wragg & Co., and delivered to William Burrows, as deponent understood, to be made use of in the erection of the buildings at the Don, the property of Mr. Washburn. The value of materials, &c., procured on such account, amounts, to the best of deponent's knowledge, to about 100*l.*

(signed) *Henry Layton.*

Sworn before us, at Toronto, this 1st February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Joseph C. Morrison, sworn.—Says, that he is employed on the part of Mrs. Washburn, as her agent in the affairs of her late husband, to whose estate she is sole executrix; he was in the employ of Mr. Washburn in his lifetime, while the buildings in question were in the course of being erected, and knows that William Burrows, as stated in his deposition, was engaged as superintendent of the same, the expenditure passing through his hands from monies paid to him in various sums, at various times, by Mr. Washburn. Deponent has himself at times paid sums to Burrows for Mr. Washburn for this purpose. The book presented contains the receipts of Burrows for monies paid to him on various accasions on this account. Deponent has added these receipts together; they amount in all to the sum of 959*l.* 15*s.*; in addition to which are two sums of 24*l.* 10*s.* paid by Mr. Washburn on Burrows's account, and an order of Burrows for 2*l.* 10*s.*, making in all the sum of 986*l.* 15*s.* as the total sum so paid by Mr. Washburn to Burrows on account of the said premises. Deponent has no personal knowledge of the excavation at the brewery part of the premises, as a separate job, or the agreement made with Burrows by Mr. Washburn on the subject, nor has he any knowledge of the amount which was to be allowed for the same.

The detailed accounts connected with the buildings were, as he believes, destroyed in the house at the Don when it was fired by the rebels. The book now produced with Burrows's receipts, and the items included in the statement of claim submitted, being the only data within his power as the agent of Mrs. Washburn to exhibit with any degree of certainty.

This deponent is aware that a claim was submitted to the House of Assembly last session exceeding this in amount; and from deponent's general knowledge of the transactions, as connected with these premises, he has no doubt that the total loss is not short of the sum stated in the Report of the Committee.

(signed) *Jos. C. Morrison.*

Sworn before us, at Toronto, this 1st February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

No. 4.—Claim of *William Burrows.*

7 December 1837.

Estimate of Property burnt by the Rebels in the Houses belonging to the late *Simon Washburn*, owned by *William Burrows.*

	£.	s.	d.
Clothing, 1 suit, 7*l.* 10*s.*; 1 great coat, 6*l.* - - - - - -	13	10	–
3 pair men's trowsers, 2*l.* 12*s.* 6*d.*; 2 pair cloth ditto, 5*l.* - - - -	7	12	6
1 roundabout jacket, 30*s.*; 4 waistcoats, 50*s.* - - - - - -	4	–	–
1 hat, 30*s.*; 6 shirts, 75*s.*; 3 flannel ditto, 30*s.* - - - - -	6	15	–
6 handkerchiefs, 30*s.*; 4 ditto, 15*s.*; 1 shawl, 10*s.*; 6 pair stockings, 22*s.* 6*d.*	3	17	6
2 pair gloves, 5*s.*; 2 pair boots, 2*l.* 10*s.* - - - - - - -	2	15	–

Clothes

Clothes belonging to *Mary Burroughs.*

	£.	s.	d.
1 dozen linen aprons, 34*s.*; 1 dozen cotton ditto, 15*s.*	2	9	–
½ dozen blue aprons, 12*s.*; 1 gown, 50*s.*; 1 ditto, 25*s.*; 1 ditto, 25*s.*	5	12	–
2 gowns, 40*s.*; 1 ditto, 12*s.*; 1 ditto, 15*s.*; 2 ditto, 20*s.*	4	7	–
6 petticoats, 40*s.*; 1 dozen flannel ditto, 5*l.* 10*s.*	7	10	–
3 pair stays, 40*s.*; 1 dozen linen shifts, 5*l.* 8*s.*	7	8	–
1 dozen stockings, 45*s.*; 2 bonnets, 45*s.*; 2 veils, 40*s.*	6	10	–
1 dozen caps, 60*s.*; 1 pair boots, 15*s.*; 2 pair shoes, 15*s.*	4	10	–
1 shawl, 45*s.*; 1 ditto, 30*s.*; 1 ditto, 25*s.*	5	–	–
1 fur tippet, 35*s.*; 3 lace collars, 45*s.*; 2 pair gloves, 7*s.* 6*d.*	4	7	6
Beds and bedding, 7 mattresses and feather beds	49	–	–
14 feather pillows, 7*l.*; 28 pillow-cases, 56*s.*	9	16	–
28 pair linen sheets, 35*l.*; 2 pair blankets, 4*l.*	39	–	–
16 quilts, 24*l.*; 9 bedsteads, 9*l.*; 1 ditto, 40*s.*	35	–	–
6 table-cloths, 5*l.*; 3 table covers, 45*s.*	7	5	–
1 dozen towels, 31*s.*; 1 dozen glass cloths, 24*s.*	2	15	–
½ dozen roller towels, 23*s.* 2*d.*; 1 dozen kitchen towels, 24*s.*	2	7	2
1 set drawers, 7*l.*; 1 writing desk, 5*l.*	12	–	–
1 clock, 6*l.* 15*s.*; 3 black walnut tables, 6*l.* 15*s.*	13	10	–
1 large kitchen table, 55*s.*; 2 common ditto, 55*s.*	5	10	–
3 dressing tables, 48*s.*; 3 wash stands, 41*s.* 3*d.*	4	9	3
1 dozen chairs, 60*s.*; ½ dozen ditto, 4*l.* 10*s.*	7	10	–
1 sofa, 60*s.*; 1 looking-glass, 25*s.*; 3 ditto, 45*s.*	6	10	–
Earthenware, 16*l.*; 2 large glass lanterns, 35*s.*	17	15	–
1 glass drainer, 10*s.*; 1 large sugar-box, 15*s.*	1	5	–
Measures, gallons, quarts and pints	–	18	–
1 stable lantern, 5*s.*; 1 dozen decanters, 45*s.*	2	10	–
2 dozen wine-glasses, 15*s.*; 3 dozen tumblers, 18*s.*	1	13	–
Spirituous liquors, 22*l.*; 1 barrel beer, 25*s.*	23	5	–
1 barrel cider, 18*s.*; 10 kegs, 1*l.* 17*s.* 6*d.*	2	15	6
8 whiskey and beer barrels, 30*s.*; 3 boxes and tubs, 67*s.*	4	17	–
1 stove and pipes, 10*l.* 10*s.*; 1 boiler, 30*s.*	12	–	–
1 large baking oven and other pans	4	15	–
2 dozen knives and forks, 30*s.*; 1 dozen silver tea-spoons, 40*s.*	3	10	–
2 dozen common spoons, 10*s.*; 1 sword, 40*s.*	2	10	–
Money in the bar	4	–	–
7 axes, 3*l.* 10*s.*; 2 Bibles, 15*l.* 15*s.*	19	5	–
1 surveying book and case of instruments	7	–	–
1 Testament and other books	5	10	–
1 set fleams, 15*s.*; 1 set fire and smoothing irons, 15*s.*	1	10	–
2 hogs, 6*l.*; fowls, 4*l.* 10*s.*	10	10	
1 double sleigh and box, 8*l.*; 1 pile wood, 5*l.*	13	–	–
2 harrows, 3*l.*; 1 barrel salt, 12*s.* 6*d.*	3	12	6
1 new panel and 6 sashes and glass	2	10	-
13 barrels plaster	8	2	6
1 barrel apples, 10*s.*; 4 pickaxes, 30*s.*	2	–	–
Flour, potatoes and meat	4	15	–
2 steel shovels, 15*s.*; 1 sign, 6*l.* 10*s.*	7	5	–
£.	448	9	5

Evidence on Claim of *William Burrows.*

William Burrows, the claimant, sworn.—A claim was submitted by him to the House of Assembly last session, amounting to three hundred and some odd pounds. The claim he now submits is for 448*l.* 9*s.* 5*d.*

	£.	s.	d.
The previous claim was as stated in the Report of the Committee of the Assembly	304	7	6
The difference between the two, being	144	1	11
£.	448	9	5

He endeavours to account for this large difference between the two claims made, from the fact, that the one submitted to the Assembly being called for in a hurry, and being handed in without having sufficient time to recall to recollection all the things which were destroyed in the house, it did not contain many items which have since been recalled to his recollection; of the items contained in the claim now made, deponent swears that most of them are within his own knowledge as having been in the house at the time it was burned by the rebels; he states with certainty the following:—

All the clothes belonging to himself; the beds, bedding, and bed furniture; the earthenware; ordinary house-furniture; liquors and bar-furniture; and generally to the other

items stated in the account, with the exception of his wife's clothing. The table linen spoons and some few other things which were particularly in his wife's charge, and more under her observation. The house was fitted up and furnished for the purposes of an inn. Seven beds were made up in the house for the accommodation of persons calling. The bar was supplied in the ordinary way with liquors of various kinds. Some of the articles enumerated were burned in the barn or stable adjoining the house, by the destruction of the house when fired by the rebels; all his property contained in it at the time was totally lost to him.

For many of the articles contained in the statement of claim he had paid the accounts of tradesmen and others, and had their receipts for the amount paid; these documents, as well as his other papers, were destroyed in the house; for several items he had paid ready money, and for some of them he yet remains indebted. Of the earthenware, charged at 16*l.*, he recollects one blue dinner set for which he paid 7*l.*; there were various other articles necessary in such a house, such as common plates and dishes, tea-services, mugs and measures of different sorts. The glass ware, he states, was of the usual description for an inn, and the items charged he believes to be truly stated. The stock of liquors in his bar at the time of the burning consisted of various kinds. Brandy, gin, whiskey, some wine contained in kegs and small barrels. The money in the till he had not counted for two or three days previous, but on looking at it on the morning of the burning, he recollects that it consisted of bank bills, silver and small change, and from ordinary receipts of the house, he verily believes the amount to be reasonably stated.

To the best of his knowledge and belief, the items contained in this his claim are fairly and truly stated, that they were destroyed by the fire, and are a total loss to him, and the prices charged are just and true.

(signed) *Wm Burrows.*

Sworn before us, at Toronto, this 6th February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Mary Burrows, sworn.—Is the wife of the claimant William Burrows. The house in which they resided and kept an inn, was burned by the rebels in December 1837, and all their property contained in it, and the adjoining stable and barn, were totally destroyed and lost to them in consequence. She was herself not allowed to save any article, even of her own clothing, and she was compelled to leave the house to its fate; the whole of her own clothes were destroyed by the fire; it consisted of an ample and comfortable stock mostly purchased for her by her parents when leaving England about eighteen months before; many of the articles were yet new as when purchased, not having had occasion to make use of them; some of them were purchased in Toronto, both before and after her marriage to Burrows, and these are charged in statement of claim at the prices actually paid for them, and had been but little in use.

This deponent further swears that the several articles being now called over to her, are those actually lost, and that their value is truly and justly stated, having personal knowledge of the prices paid for nearly the whole of them. The inn they kept was supplied with the usual bed and table linen, for most of which she made the purchases. The bed linen consisted of the necessary articles; sheets, pillows and bolster cases, sufficient for making up and having change for the number of beds they made up, which were seven in number, with feather beds and mattresses to each. The table linen consisted of diaper table-cloths, hand towels, bed-room towels, and towels for kitchen and common use. There were several bed counterpanes, cotton and worsted. The table and bed linen were procured mostly by herself.

The articles of bed and table linen and furniture are read over to the deponent; she knows that the numbers of each as stated were in the house at the time of the fire, and destroyed, and having herself purchased several of the articles for the use of the house, believes them to be truly stated as to quantities and prices.

The knives and forks, spoons and kitchen utensils, baking ovens, pans and other kitchen furniture, she knows to be truly stated. Their house was newly built; a large building; they had been in occupation for about 11 months, when it was destroyed by the rebels. They had moved into it immediately after their marriage, and commenced fitting it up as an inn. The house for this purpose was comfortably furnished, and provided in all respects as to bedding, furniture, kitchen utensils, bar room, and the usual requisites in a house of that kind. The purchases were all of new articles, and having been not more than 11 months in use were nearly as good as new; some of them had not been at all used. The whole was lost by the destruction of the house by the rebels.

(signed) *Mary Burrows.*

Sworn before us, at Toronto, this 6th February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Edward

Edward Foley, sworn.—Is keeper of the east toll-gate at the Don; resided at the toll-house in December 1837, when the rebels approached towards Toronto; on their advance, he, with some other persons, retreated into the city; it was subsequently that the premises in question were fired; his residence was near that of the claimant, William Burrows, who kept an inn in the house built by Mr. Washburn; had frequent opportunities of personally witnessing the manner in which the house was provided and furnished by Burrows for this purpose; it was well and comfortably furnished as a respectable country inn. It was a large house, two stories in height, and would require a considerable quantity of furniture to enable Burrows to keep it properly and respectably; and in this respect, having been his near neighbour all the time he was there, he had not heard of, nor does he believe there could be any ground of complaint, as the character of Burrows and his wife was such as in his opinion to preclude any ground for complaint; it was a respectable, comfortable, and well-kept house.

(signed) *Edward Foley.*

Sworn before us, at Toronto, this 8th February 1839.

(signed) *Alexander Wood,* *Robert Stanton,* *Thomas Carfrae,* } Commissioners.

No. 5.—Claim of *Nicholas Burrows.*

December 7, 1837.

Memorandum of Apparel and Clothing belonging to *Nicholas Burrows*, lost and destroyed in the Dwelling-house owned by the *Washburn* Estate, and occupied by *William Burrows.*

	£.	s.	d.
3 suits clothing	15	–	–
1 working ditto, moleskin	3	–	–
10 linen shirts, 62 *s.* 6 *d.*; 2 cotton ditto, 12 *s.* 6 *d.*	3	15	–
3 hats, 30 *s.*; 1 pair shoes, 10 *s.*; 1 pair boots, 11 *s.* 3 *d.*	2	11	3
13 pair woollen stockings, 30 *s.*; 3 silk handkerchiefs, 7 *s.* 6 *d.*	1	17	6
2 pair muslin handkerchiefs, 3 *s.* 8 cotton ditto, 8 *s.*	–	11	–
1 summer jacket, 15 *s.*; 1 pair linen trowsers, 10 *s.*	1	5	–
1 over-coat, 40 *s.*; 2 razors, 5 *s.*; 2 ditto strops, 3 *s.* 6 *d.*	2	8	6
1 Bible, 2 *s.* 6 *d.*; 1 prayer-book, 5 *s.*; 2 vests, 15 *s.*; 1 chest, 25 *s.*	2	7	6
Powder-flask, shot-belt and wad-cutter	–	7	–
1 screw-driver and nipple-wrench	–	2	6
	£. 33	5	3

Nicholas Burrows maketh oath and saith, that the particulars of the above account are truly stated, and that the prices charged are reasonable.

(signed) *Nicholas Burrows.*

Sworn before me, at Toronto, this 28th May 1838.

(signed) *James Fitzgibbon*, J. P., Home District.

Evidence on Claim of *Nicholas Burrows.*

Nicholas Burrows, the claimant, sworn.—The statement of claim now handed in by him and sworn to before James FitzGibbon, Esq., on 28th May 1838, contains a true and correct account of the articles lost by him in the house of his brother Wm. Burrows, when fired by the rebels in December 1837. His brother's house was his usual home when not employed at work at a distance; he kept his clothing there in a chest; the articles enumerated he so left in the house in December 1837, and has no doubt they were there and consumed by the fire; has resided in this country rather more than two years; came from England; previous to leaving home, he purchased his stock of clothing; they are justly stated in his claim as to quantities and prices.

(signed) *Nicholas Burrows.*

Sworn before us, at Toronto, this 6th February 1839.

(signed) *Alexander Wood,* *Robert Stanton,* *Thomas Carfrae.* } Commissioners.

William Burrows, sworn.—Nicholas Burrows is his brother, and made deponent's house his ordinary home; he kept his clothes there in a chest; at the time of the house being fired by the rebels, his brother's chest was in one of the rooms, and with its contents, con-

 sisting,

sisting, as deponent believes, of the clothing claimed for, was totally destroyed by the fire; has no doubt, from having often seen the chest opened, that its contents are truly stated as set forth in his brother's claim.

(signed) *Wm. Burrows.*

Sworn before us, at Toronto, this 6th February 1839.

(signed) *Alexander Wood,* *Robert Stanton,* *Thomas Carfrae.* } Commissioners.

No. 6.—Claim of *Michael Murnan.*

Estimate of the Value of the Articles of Clothing, &c., the Property of *Michael Murnan,* destroyed in the House of *R. C. Horne,* Esq., by the Rebels, 5th December 1837.

	£.	s.	d.
2 hats and 1 fur cap, 27*s.*; 3 pair trowsers 30*s.*	2	17	–
1 pair shoes, 9*s.*; 1 pair boots, 10*s.*; 2 razors, 5*s.*	1	4	–
1 looking-glass, 1*s.*; 2 clothes brushes, 2*s.*; 1 chest, 5*s.*	–	8	–
2 pocket-knives, 2*s.* 6*d.*; 4 pair stockings, 4*s.*	–	6	6
4 shirts, 15*s.*; 2 pair drawers, 5*s.*	1	–	–
2 silk handkerchiefs, 5*s.*; 4 shirt collars, 4*s.*	–	9	–
3 vests, 5*s.*; 3 pair gloves, 7*s.* 6*d.*	–	12	6
2 pair of gaiters, 2*s.* 6*d.*; 1 night-cap, 1*s.*; 3 books, 3*s.* 6*d.*	–	7	
	£. 7	4	–

his

(signed) *Michael* × *Murnan.*

mark.

Witness.

(signed) *John Develin.*

Evidence on Claim of *Michael Murnan.*

Michael Murnan, the claimant, sworn.—Was living as servant to Dr. Horne in December 1837, when his house was fired by the rebels; he was in the house when the rebels forced into it, against his will; when the house was fired, he endeavoured to be allowed to save some of the things as well as his own clothing, which was refused, because, as they said, he had resisted or refused to admit them willingly; he escaped from them and got into the city immediately. The statement in his claim is just and true, the items being priced at less than their first cost value.

his

Michael × *Murnan.*

mark.

Sworn before us, at Toronto, this 6th February 1839 (first read and explained to the Deponent).

(signed) *Alexander Wood,* *Robert Stanton,* *Thomas Carfrae,* } Commissioners.

No. 7.—Claim of *Jane Milligan.*

Estimate of the Value of the Articles of Clothing, &c., the Property of *Jane Milligan,* destroyed in the House of *R. C. Horne,* Esq., by the Rebels, on the 5th December 1837.

	£.	s.	d.
3 print frocks, 10*s.*, 30*s.*; 4 petticoats, at 5*s.*, 20*s.*	2	10	–
1 umbrella, 6*s.*; 4 chemises, 3*s.*, 12*s.*	–	18	–
2 pair stays, 5*s.*; 4 aprons, 4*s.*; 4 silk handkerchiefs, 20*s.*	1	9	–
1 veil, 6*s.*; 4 lace caps, 15*s.*; 8 pair hose, 16*s.*	1	17	–
3 pair shoes, 20*s.*; 1 pair boots, 10*s.*; 1 fur tippet, 12*s.* 6*d.*	2	2	6
3 pair silk gloves, 6*s.*; 1 chest, 12*s.* 6*d.*; 1 basket, 2*s.*	1	–	6
Ribbons, 15*s.*; 3 lace caps, 15*s.*	1	10	–
1 Bible, 5*s.*; 1 book, 7*s.* 6*d.*; in money, 9*l.*	9	12	6
	£. 20	19	6

her

(signed) *Jane* × *Milligan.*

mark.

Witness.

(signed) *John Develin.*

Evidence

EVIDENCE on Claim of *Jane Milligan.*

Jane Milligan, the claimant, sworn.—Was living as servant to Dr. Horne in December 1837, when his house was fired by the rebels; the whole of her clothing in the house, as stated in her claim, was destroyed by the fire, together with 9*l.* in money, in bank bills. She can read print, and to the best of her belief there were 15 dollars in notes of the bank of Upper Canada, and the remainder of the 9*l.* in Commercial Bank and Montreal notes. The articles and prices set forth in her claim are justly and reasonably stated, being put at under first cost to her.

(signed) her *Jane* × *Milligan.* mark.

Sworn to before us, at Toronto, this 6th February 1839 (first read and explained to deponent).

(signed) *Alexander Wood,* *Robert Stanton,* *Thomas Carfrae,* } Commissioners.

ON Claim of *Michael Murnan* and *Jane Milligan.*

Robert C. Horne, sworn.—Knows the claimants, Michael Murnan and Jane Milligan; they were living as servants in his house at the time of its destruction by the rebels in December 1837; he has no doubt of the correctness of the statements made in their several claims; that their clothing was destroyed at the time; a few days previous he saw some money in bank notes in the possession of Jane Milligan, but does not know the exact amount.

(signed) *R. C. Horne.*

Sworn before us, at Toronto, this 6th February 1839.

(signed) *Alexander Wood,* *Robert Stanton,* *Thomas Carfrae,* } Commissioners.

No. 8.—CLAIM of *Clarke Gamble,* Esq., as Acting Executor and Trustee of the Estate of the late Benjamin Whitney, and Guardian to his Heirs.

Sir, Toronto, 29 January 1839.

As acting executor and trustee of the estate of the late Benjamin Whitney, and guardian to his heirs, I beg to lay before the Board, of which you are chairman, the following claim for property belonging to the said estate, destroyed in the dwelling-house of R. C. Horne, esq., on the 5th December 1837, when the same was fired by the rebels and totally consumed.

The property lost consisted of household furniture, bed and bedding, books, plate and china, together with wearing apparel, estimated, at a low value, at 125*l.*

The particulars further I am unacquainted with, but I beg to refer you to the evidence of R. C. Horne, esq., who can give you all the information required by your Board.

I have, &c.

Alexander Wood, Esq.
Chairman, Board of Claims.

(signed) *C. Gamble.*

Memorandum of Loss.

	£.	s.	d.
Books - - - - - - - -	50	–	–
Clothes - - - - - - - -	25	–	–
Furniture, Plate and China - - -	50	–	–
	£. 125	–	–

EVIDENCE on Claim of *Clarke Gamble,* Esq.

Robert C. Horne, Esq., sworn.—The amount of claim here set forth was included in a claim made by the deponent, the articles lost being in his house when destroyed by the rebels in December 1837; this amount is now deducted from his claim. The articles destroyed were the property of the estate of the late Mr. Whitney, and consisted of books, furniture, plate, china and clothing, belonging to his children. It is not in deponent's power, from

 recollection,

recollection, to particularise the several items of property lost; they were generally valuable, and the amount claimed, as stated at 125*l.*, he has every reason to believe is justly set forth, and, to the best of his knowledge and belief, under the actual value of the same.

(signed) *R. C. Horne.*

Sworn to before us, at Toronto, this 6th February 1839.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

(Certified.)

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Toronto, 23 February 1839.

ACCOUNT of DISBURSEMENTS incurred and payable by the Commissioners, under the Statute 1 Vict., c. 13, between 26th September 1838 and 22d February 1839.

DATE.	FOR WHAT.	AMOUNT.
		£. s. d.
1838:		
October - 5	2 Blank Minute Books, 6/3 - - -	- 12 6
November - 22	Postages - - - - - -	- - 4½
December - 10	ditto - - - - - -	- - 9
„ - 14	ditto - - - - - -	- 10 3½
1839:		
January - 2	ditto - - - - - -	- 1 8
„ - 7	ditto - - - - - -	- - 9
„ - 17	ditto - - - - - -	- 2 3
„ - 21	ditto - - - - - -	- - 9
„ - 30	ditto - - - - - -	- - 9
February - 2	ditto - - - - - -	- - 11
„ - 22	Allowance to Mr. John Laing, as Clerk to the Board, for attendance, entering Minutes and making copies - -	7 10 -
	£.	9 1 -

Amounting to Nine pounds one shilling currency.

(signed) *Alexander Wood,*
Robert Stanton,
Thomas Carfrae, } Commissioners.

Enclosure 2, in No. 5.

Encl. 2, in No. 5.

STATEMENT of LOSSES which certain Inhabitants of *Upper Canada* have suffered from the Acts of Piratical Bands, armed and organized in the United States of America.

No.	NAMES.	AMOUNT.
		£. s. d.
1.	Sufferers by the invasion of Point Pelee Island	1,067 4 10
2.	Owners of steam-boat "Sir Robert Peel" -	12,737 2 5
3.	George Auldjo, esq., destruction of steam-boat "Sir Robert Peel" - - - - - -	3,252 17 6
4.	James Holditch, esq., destruction of steam-boat "Sir Robert Peel" - - - - - -	1,000 - -
5.	Duncan Fraser, esq., destruction of steam-boat "Sir Robert Peel" - - - - -	125 10 8
6.	James M'Donnell, destruction of steam-boat "Sir Robert Peel" - - - - -	13 15 -
7.	Owners of the "Thames" steamer - - -	4,500 - -
8.	Sufferers at Prescott by the invasion of the brigands - - - - - - - -	1,388 8 7
9.	T. L. Ritter, by the incursion of the brigands at Windsor - - - - - - - -	327 7 6

— No. 6. —

Sir *J. Colborne*'s Despatch, 8 May 1840, No. 69, in reply to Lord *Normanby*'s Despatch, 25 February 1839 ; *vide* p. 5. No. 6.

Encloses First and Second Reports of the Commissioners appointed in Lower Canada, under the Ordinance 1 Vict. c. 7, to inquire into the Losses sustained during the late Rebellion ; also, of the Names of Persons who claimed compensation before the said Commissioners, and the amount of their claims.

Already printed for Parliament ; *vide* Paper No. 483, 13 July 1840.

— No. 7. —

Cap. 35.—An Ordinance to extend the Provisions of the Ordinance therein mentioned to the Losses sustained by certain loyal Inhabitants of this Province during the Rebellion which has occurred since the passing of the said Ordinance. No. 7.

Whereas it is expedient to extend the provisions of the Ordinance hereinafter mentioned to certain cases which have arisen since the passing thereof ; Be it therefore ordained and enacted, by his Excellency the Governor of the Province of Lower Canada, by and with the advice and consent of the Special Council for the affairs of the said Province, constituted and assembled by virtue of and under the authority of an Act of the Parliament of the United Kingdom of Great Britain and Ireland, passed in the first year of the reign of Her present Majesty, intituled, " An Act to make temporary Provision for the Government of Lower " Canada," and it is hereby ordained and enacted, by the authority of the same, That the several enactments and provisions of the Ordinance passed in the first year of Her Majesty's reign, chapter seven, intituled, " An Ordinance to authorize " the Appointment of Commissioners to investigate the Claims of certain loyal " Inhabitants of this Province for Losses sustained during the late unnatural " Rebellion," shall be and are hereby extended to all losses which may have been sustained by any of Her Majesty's loyal subjects in this province during the unnatural rebellion which has occurred since the time of the passing of the said Ordinance ; and the Commissioners appointed, or who may hereafter be appointed under the authority thereof, may and shall inquire into the losses last mentioned, and into the means which may be possessed by the parties who may have occasioned such losses to indemnify the sufferers ; and the legal recourse which the said sufferers may have against the said parties, in the manner and form, and under the provisions of the said Ordinance, with regard to the losses therein mentioned ; and any person who shall wilfully or corruptly give false evidence in any examination on oath before the said Commissioners, under the provisions of the said Ordinance, as hereby extended, shall be guilty of perjury.

The enactments of the Ordinance, 1 Vic. c. 7, extended to all losses sustained by loyal subjects since the time of the passing thereof.

Persons giving false evidence on oath shall be guilty of perjury.

(signed) *J. Colborne.*

— No. 8. —

Chap. 68.—An ACT to make provision for the Payment of certain Losses, sustained by sundry Individuals therein named.—(Passed 11th May 1839.) No. 8.

Whereas during the last session of the Legislature of this Province, the claims of sundry inhabitants thereof, for losses during the late insurrection, have been duly investigated by the Commissioners appointed under the Act passed during the said session, intituled, " An Act to authorise the appointment of " Commissioners to investigate the Claims of certain Inhabitants of this Province, " for Losses sustained during the late unnatural Rebellion," who have reported thereupon, and it is expedient to make provision for the satisfaction of such claims : Be it therefore enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Upper Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, intituled, " An Act to repeal certain parts of an Act passed in the fourteenth year of his

Preamble.

" Majesty's reign, intituled, 'An Act for making more effectual provision for " 'the Government of the Province of Quebec, in North America, and to make " 'further provision for the Government of the said Province,'" and by the authority of the same, That immediately after the passing of this Act, it shall and may be lawful for the Receiver-general of this Province to issue debentures to the following persons, inhabitants of this Province, whose claims for losses during the insurrection, in the month of December, in the year of our Lord one thousand eight hundred and thirty-seven, have been investigated by the Commissioners appointed under the before recited Act, for the amount of their several and respective claims, as allowed by the said Commissioners, which claims are as follows; that is to say, Robert Charles Horne, esquire, the sum of two thousand one hundred and twenty-seven pounds eighteen and nine-pence; Clarke Gamble, esquire, trustee to the estate of the late Benjamin Whitney, esquire, the sum of one hundred and twenty-five pounds; Michael Murnan, the sum of seven pounds four shillings; Jane Mulligan, the sum of nine pounds; Mistress Washburn, the sum of one thousand two hundred and twenty-one pounds six shillings and five-pence; Michael Burrough, the sum of thirty-three pounds five shilling and three-pence; William Burrough, the sum of three hundred and fifty pounds; J. Stafford for O. Stafford, the sum of one hundred and thirty-three pounds; James Stafford, the sum of thirty-six pounds five shillings; J. Detchman, the sum of sixty pounds four shillings.

Debentures to be issued in payment of losses during the Rebellion.

II. And be it further enacted by the authority aforesaid, That the said debentures may be issued to the said individuals, in such amounts as the said Receiver-general may deem expedient, and shall bear interest at the rate of six per centum per annum, and be redeemable at the expiration of twenty years from the time of issuing the same, and bear date from the first day of January last.

Amount, &c., and period for redemption of such debentures.

— No. 9. —

(No. 102.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *G. Arthur*, K. C. H., to the Marquis of *Normanby*; dated Upper Canada, Toronto, 11 May 1839.

No. 9.
Lieut.-Governor Sir George Arthur, K. C. H., to the Marquis of Normanby, 11 May 1839.

" I HAVE the honour to transmit to your Lordship, to be laid at the foot of the " Throne, the following Addresses to Her Majesty, from the Parliament of Upper " Canada.

" An Address from the House of Assembly, praying that the Provincial " Legislature may be indemnified from the Imperial Treasury for such advances " as may be made from provincial funds as compensation to individuals in " Upper Canada, who have sustained losses in consequence of the rebellion, and " of the repeated invasions of the province by American citizens."

Enclosure in No. 9.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Most Gracious Sovereign,

Encl. in No. 9.

WE, Your Majesty's dutiful and loyal subjects, the Commons of Upper Canada, in Provincial Parliament assembled, beg leave humbly to represent to Your Majesty, that during the present session we have had presented to us very numerous petitions from our constituents, praying to be remunerated for losses and injuries sustained by them in consequence of the late unnatural rebellion in this province, as well as from a series of unparalleled invasions and aggressions by the subjects of a neighbouring republic, professing to be at peace with Your Majesty

Knowing, as we do, the urgency of the demands thus made upon us, we have to the utmost of our power provided for their speedy payment, notwithstanding the embarrassed state of our finances, and the conviction that they are charges which, to a great extent, are not such as should be made upon our provincial revenue. And we assure Your Majesty, that nothing but the knowledge of the pressing want of our loyal fellow-subjects who have thus suffered would have induced us to consider claims which, we humbly submit, should for the greater part be paid by the Imperial Government, which alone has the power to compel foreign nations to indemnify those who may suffer from the aggressions of their subjects.

We, however, rely with confidence on the justice and integrity which have ever distinguished the Sovereigns of the powerful empire to which it is our pride to owe allegiance and

and feel assured that when we shall have ascertained the amount and character of the various demands which we may be called upon to satisfy, Your Majesty will be graciously pleased to cause the same to be reimbursed to us from the Imperial Treasury.

(signed) *Allan N. MacNab*, Speaker.

Commons House of Assembly,
4th day of May 1839.

— No. 10. —

(No. 69.)

COPY of a DESPATCH from the Marquis of *Normanby* to Sir *George Arthur*.

No. 10.
Marquis of Normanby to Sir George Arthur, 27 June 1839.

Sir, Downing-street, 27 June 1839.

I HAVE had the honour to lay before The Queen the Address from the House of Assembly of Upper Canada, praying, that the advances which have been made from the Provincial Treasury as compensation to individuals who have sustained losses in consequence of the late rebellion, and of the repeated invasions of Upper Canada by American citizens, may be repaid from the Imperial revenue.

The Queen commands me to instruct you to express to the Assembly Her Majesty's regret, that she cannot hold out any prospect that Parliament will grant the indemnity to the Provincial Treasury proposed in this Address. In undertaking the whole charge of the military defence of the Province, Parliament has subjected the revenue of this Kingdom to a burthen of very great extent and pressure; and it does not appear to The Queen probable that the House of Commons would think it just towards the people of this country to subject them to the additional charge contemplated by the House of Assembly.

I have, &c.
(signed) *Normanby*.

— No. 11. —

(No. 20.)

EXTRACTS of a DESPATCH from Lord *John Russell* to Lieutenant-Governor Sir *George Arthur*; dated Downing-street, 12 October 1839.

No. 11.
Lord John Russell to Lieut.-Governor Sir George Arthur, 12 October 1839.

No 110, 14 May 1839.
„ 118, 18 „ „
„ 131, 8 June „
„ 135, 8 „ „
Separate, 27 July „

HER Majesty's Government having had under their consideration your several despatches of the numbers and dates noted in the margin, containing various Bills which had been passed by the Legislature of Upper Canada during their last Session, and which you had felt it your duty to reserve for the signification of Her Majesty's pleasure, I have now to furnish you with such observations as your communications on these Bills appear to require, and to announce to you the decision of Her Majesty upon them.

The third Bill to be considered is that intituled, "An Act to ascertain and "provide for the Payment of all just Claims arising from the late Rebellion and "Invasions of this Province."

To this Bill, in its present form, I fear that Her Majesty's Assent cannot be given.

Her Majesty's Government readily concur in the propriety of the measure which it is the object of the Bill to effect, but they cannot undertake the obligation which, if it were sanctioned, would be imposed upon them by the preamble of the Bill, of providing ultimately for the payment of this indemnity from the British Treasury. Such a principle Her Majesty's Government are not prepared to recognize, neither, if it were otherwise, would it be of any avail, unless with the previous sanction of Parliament.

Should a similar Bill be passed for this important object, free from the objection which I have pointed out, Her Majesty will be ready to concur in the enactment of it.

— No. 12. —

(No. 53.)

EXTRACT of a DESPATCH from the Right Honourable *C. Poulett Thomson* to Lord *John Russell*; dated Toronto, 15 February 1840.

(Answered 15 July 1840, No. 184½, p. 26.)

No. 12.
Right Hon. C. Poulett Thomson to Lord John Russell, 15 February 1840.

I HAVE the honour to transmit to your Lordship, in order that they may be laid at the foot of the Throne, seven Addresses to Her Majesty, adopted by the House of Assembly during their last session.

No. 5. Praying that Great Britain will assume the charge of indemnifying the sufferers by the insurrection.

Enclosure in No. 12.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Encl. in No. 12.

Most Gracious Sovereign,

WE, Your Majesty's dutiful and loyal subjects, the Commons of Upper Canada, in Provincial Parliament assembled, beg leave to renew to Your Majesty our assurance of dutiful and loyal attachment to Your Majesty's person and Throne.

We beg, further, humbly to call to Your Majesty's attention, that during the last session of the Legislature an Act was passed and reserved for the signification of Your Majesty's pleasure, intituled, "An Act to ascertain and provide for the Payment of all just Claims "arising from the late Rebellion and Invasion of this Province."

That during this Session we have been informed, by message, from the Right honourable the Governor-general, that your Majesty's Government felt it impossible to advise Your Majesty to assent to the Bill, because the terms of the preamble conveyed a pledge that the charge of this indemnity should be ultimately borne by the British Treasury, which was considered to involve a principle too important to be incidentally recognized, even if it were right to admit it at all, and the admission whereof by Your Majesty should, it is stated, be preceded by the sanction of the Imperial Parliament, but that a Bill for the same object, omitting the preamble, would at once receive the Royal Assent.

Influenced by the pressing exigency of the case, and knowing the utter ruin which delay in making this indemnity will occasion to the sufferers within this Province, we have passed an Act* for their particular relief; but we feel it our bounden duty humbly to address Your Majesty on the justice and propriety of relieving Your Majesty's dutiful and loyal subjects in Upper Canada from the burden thus incurred. When the unprovoked aggressions and invasions of our shores by a foreign country (a country, too, professedly at peace with Your Majesty) first took place, Your Majesty's subjects in this province were left without the protection of any military force. The troops had been withdrawn for the safety of Lower Canada, and the apparently defenceless state of the province no doubt greatly encouraged the hopes of our invaders. It is well known to Your Majesty how and by whom the lawless invaders of Your Majesty's dominions here were promptly met and repelled, and also how and by whom the rebellion in this province was suppressed, and the loyalty and attachment of the Upper Canadian people vindicated from the aspersions of the disaffected to Your Majesty's Crown and person.

* *See* Page 28.

Notwithstanding their defeat, the fugitive traitors from this province finding an asylum in a neighbouring country, and receiving countenance and assistance from many of its inhabitants, continued their efforts against Your Majesty's royal authority; and on various occasions and at different places repeated invasions of the most hostile nature were made on Upper Canada by large bodies of citizens from foreign countries at peace with Your Majesty, in connexion with the aforesaid traitors.

In the earliest of their aggressions Your Majesty's dutiful and loyal subjects were left to their own courage and energies, without the aid of a sufficient regular military force to maintain Your Majesty's sovereignty in Upper Canada, and thrown upon their own resources, and in their strenuous and successful efforts for such object the sacrifice and loss of property chiefly occurred, and for which indemnity is now (as we with all humility conceive) so justly claimed.

We respectfully submit to Your Majesty's most gracious consideration, that losses so incurred, and sacrifices so made, should receive their indemnity from the empire in whose behalf they arose, and that the people whose zeal and loyalty alone exposed them to such hazard and loss, should not also be taxed to relieve the sufferers.

We further humbly beg Your Majesty's gracious attention to the fact, that in providing from our own resources for the pensioning of the wounded and of the widows and children of the slain in resisting those hostilities, we have shown our readiness to assume every reasonable charge, and that having thus cheerfully met both the danger and loss arising from personal exertions, we ought not to be left unassisted with regard to loss of property. After the late war with the United States, the Imperial Parliament authorized a payment to be made to sufferers from invasion; and we dutifully submit, that the reasons for that grant apply with increased force in support of the present application.

We

We therefore pray Your Majesty to take this matter into your most favourable consideration, and to submit it to your Parliament with a recommendation in favour of our claims.

Allan N. MacNab,
Speaker.

Commons House of Assembly,
4th day of February 1840.

— No. 13.—

(No. 115.)

No. 13.
Right Hon. C. Poulett Thomson to Lord John Russell, 26 May 1840.

EXTRACT of a DESPATCH from the Right Honourable *C. Poulett Thomson* to Lord *John Russell*; dated Government House, Montreal, 26 May 1840.

(Received 17 June 1840.)

" In my Despatch, No. 53,* I transmitted different addresses from the House of Assembly of Upper Canada, and stated that I should take an opportunity of referring more particularly to their contents."

" The last address to which I need call your attention relates to the indemnity to sufferers from the late rebellion. The Legislature, as you are aware, passed an Act in the Session of 1839 for the payment of these claims, to which Her Majesty's assent could not be given, because the terms of the preamble conveyed a pledge that the charge should be ultimately borne by the British Treasury. By your Lordship's instructions I was directed to inform the Legislature of the grounds on which this Bill was not assented to, and at the same time authorized to give my assent to any measure which was free from this objectionable proviso. The Legislature, during the last Session, passed an Act† by which authority was given to distribute as far as 40,000*l.* in payment of these claims; but I thought it my duty to reserve it for the signification of the Queen's pleasure, first to afford an opportunity for Her Majesty's Government to consider this address, and next on account of the financial state of the province.

" Although the Legislature have voted a sum of ‡ 40,000*l.*, I have reason to believe that these claims, if properly sifted, might be covered by an actual payment of not more than half their demand; whether greater or less, however, it is clear that if the Queen's assent be given to the Act passed last Session, the amount, whatever it be, can only be raised by adding to the debt of the province. This I should think highly objectionable; the debt has been stated as it existed at the time the union was agreed to, and I should be very unwilling to add to it any fresh charge not absolutely called for. But in the present state of the credit of the province, it would, I believe, besides, be impossible to raise any such sum by debentures, except at an enormous sacrifice. I cannot, therefore, recommend to Her Majesty's Government to assent to the Bill.

" But the faith of the Government is undoubtedly pledged either to that or to affording the relief from the Imperial Treasury, which last course the answers given to the Legislature do not absolutely refuse. However objectionable it may be in principle to make good losses of this description, there are circumstances connected with this transaction in Upper Canada which seem to call for an exception. The severe sufferings entailed upon the people of the province by its invasion from the States, sufferings which can be little compensated, after all, by any pecuniary payment, and the great sacrifices made by all classes of Her Majesty's subjects in defence of the rights of the Crown, establish a just claim upon the liberality of Parliament. The expense seems more justly to belong to the mother country, whose dominions were invaded and whose power was threatened, than to the colony itself.

" Under these circumstances, the pledge given by the Crown, the impossibility of providing the means from the provincial funds, or from provincial credit, and the peculiar nature of the claim, I beg earnestly to recommend to the consideration of the Government the propriety of adopting this charge. If that be done, I would then take measures for securing the strictest scrutiny into the validity of the claims, and I entertain no doubt that if the investigation were properly conducted, under persons altogether unconnected with the province, the amount might be reduced to a very moderate sum, whilst the act of grace and generosity on the part of Parliament would be highly felt and appreciated throughout Upper Canada."

* Page 24.

† Page 28.

‡ *Vide* Upper Canada Act, 3 Vict., c. 76, p. 28.

— No. 14. —

(No. 184½.)

COPY of a DESPATCH from Lord *John Russell* to the Right Honourable *C. P. Thomson.*

No. 14.
Lord John Russell, to the Right Hon. C. P. Thomson, 15 July 1840.

Sir, Downing-street, 15 July 1840.

WITH reference to my Despatch of the 1st instant, No. 171,* I am now to acquaint you, that the Lords Commissioners of the Treasury having had under their consideration the Act passed by the Legislature of Upper Canada in the last session, providing for the payment of claims arising from the late rebellion and invasion, together with the Address of the House of Assembly to Her Majesty, praying for compensation for the losses sustained by the province in consequence of those events, have decided that the circumstances under which the losses in question have been incurred were not such as to warrant an application to Parliament for the indemnity prayed for, and that there was not sufficient reason for objecting to the allowance and confirmation of the provincial enactment on this subject.

20 June 1840.
9 July 1840.

I enclose you extracts from their Lordships' two letters relative to the Act and Address, and have to add that the Order of Her Majesty in Council, conveying Her Majesty's assent to the Act, will be forwarded by an early opportunity.

I have, &c.
(signed) *J. Russell.*

Enclosure 1, in No. 14.

EXTRACT of a Letter from *C. E. Trevelyan*, Esq., to *James Stephen*, Esq.; dated Treasury Chambers, 20 June 1840.

Encl. 1, in No. 14.
† *Vide* Page 28.

WITH respect to the Act, No. 1300,† to "Ascertain and Provide for the Payment of all "just Claims arising from the late Rebellion and Invasions of the Province," I am to request that you will state to Lord John Russell, that, as it appears to have been passed in accordance with the suggestions in a despatch addressed by his Lordship to Lieutenant-governor, Sir George Arthur, on the 12th October last,‡ and does not contain the reference to obligation, on the part of Her Majesty's Government, to provide from funds of this country for the satisfaction of the claims to which it relates, which had been objected to in the previous Act, my Lords have not seen reason to object to the allowance and confirmation of it.

‡ Page 23.

Enclosure 2, in No. 14.

EXTRACT of a Letter from *C. E. Trevelyan*, Esq., to *James Stephen*, Esq.; dated Treasury Chambers, 9 July 1840.

Encl. 2, in No. 14.

MY Lords having, also, duly considered the representations in the Address of the House of Assembly to Her Majesty, to which the Governor-general refers in his despatch respecting the Act first mentioned, I am commanded to request you will state to Lord John Russell, that my Lords do not conceive that the circumstances under which the losses arising from the rebellion were incurred, were such as to warrant an application to Parliament for the means of indemnifying the sufferers at the expense of this country. My Lords, therefore, do not deem it necessary to add anything to the communication on the subject of the Provincial Act, No. 1300, providing for the payment of claimants on this account, which was addressed by their direction to you on the 20th.

— No. 15. —

(No. 184.)

COPY of a DESPATCH from Lord *John Russell* to the Right Honourable *C. P. Thomson.*

No. 15.
Lord John Russell, to the Right Hon. C. P. Thomson, 15 July 1840.

Sir, Downing-street, 15 July 1840.

THE House of Commons having presented an humble Address to The Queen, for a "Return of the names of the Commissioners appointed to investigate the "Claims of certain loyal Inhabitants of Lower Canada for Losses sustained "by

* Stating that the Address of the Assembly on Rebellion Losses had been referred to the Treasury.

" by them during the late disturbances, the salaries received by them, and the " amount of their contingent expenses," and Her Majesty having been graciously pleased to command a compliance therewith, I have to desire that you will, without loss of time, furnish me with this Return to be laid on the table of the House. I have further to suggest that you will supply me with a similar Return for Upper Canada.

I have, &c.
(signed) *J. Russell.*

— No. 16. —

(No. 167.)

COPY of a DESPATCH from Lord *Sydenham* to Lord *John Russell.*

No. 16.
Lord Sydenham to Lord John Russell, 2 October 1840.

My Lord, Government House, Montreal, 2 October 1840.

I HAVE the honour to transmit herewith, in compliance with the instruction conveyed in your Despatch, No. 184,* of the 15th July last, a return containing the information required by the House of Commons with respect to the Commissioners appointed to investigate the claims of certain loyal inhabitants of Lower Canada for losses sustained by them during the late disturbances.

In further pursuance of your Lordship's instructions, I have directed that a similar Return may be furnished from Upper Canada.†

I have, &c.
(signed) *Sydenham.*

* *See* page 26.

† Such Return does not appear to have been received from Upper Canada.

Enclosure in No. 16.

LOWER CANADA.

RETURN of the NAMES of the COMMISSIONERS appointed to investigate the Claims of certain loyal Inhabitants of Lower Canada, for Losses sustained by them during the late Disturbances, the SALARIES received by them, and the Amount of their CONTINGENT EXPENSES. Encl. in No. 16.

NAMES of Commissioners.	Period of Service. From	Period of Service. To	Amount of Salary. £. s. d.	Amount of Allowance while absent from Home. £. s. d.	TOTAL Salary and Allowance for each, Sterling. £. s. d.
Pierre E. Leclere ‡ -	19 May 1838	26 Feb. 1839	254 14 –	45 18 –	300 12 –
E. A. Clarke - -	ditto -	15 May 1840	654 6 –	409 10 –	1,063 16 –
Charles Tait - -	ditto -	ditto -	654 6 –	409 10 –	1,063 16 –
Charles S. Rodier § -	27 Feb. 1839	ditto -	399 12 –	344 14 –	744 6 –
Secretary: John C. Fisher - -	25 May 1838	30 May 1840	662 8 –	400 10 –	1,062 18 –
Total Salaries and Allowances - - -					4,235 8 –
Amount of Contingent Expenses - - -					1,102 3 9
TOTAL, Sterling - - - £.					5,337 11 9

‡ Resigned on 26 February 1839. § Appointed to succeed Mr. Leclere.

Note.—The Salaries of the Commissioners and Secretary were 20 *s.* currency per diem each; and allowance of 20 *s.* currency per diem each while absent from home.

Quebec, 21 August 1840.

Jos. Cary,
Insp. Gen. Pub. Accounts.

—No. 17.—

CHAP. 76.—AN ACT to ascertain and provide for the Payment of all just Claims arising from the late Rebellion and Invasion of this Province.—(Royal Assent promulgated by Proclamation, 22d October 1840.)

Most Gracious Sovereign,

Preamble.

WHEREAS during the late unnatural rebellion, and on the several hostile invasions of and lawless aggressions upon this province, at various points, by foreigners and others from the United States of America, divers inhabitants of this province sustained much loss and damage by the destruction of their dwellings and other buildings and property, and by the seizure and carrying away of their property by the rebels and invaders, and otherwise: And whereas others of the said inhabitants essentially contributed to the effectual defence of the province, by capturing many of the rebels and invaders, by advancing money and supplying meat, drink, lodging, clothing, arms and accoutrements, and also conveyances for the militia forces and otherwise, and by performing many important services in various ways, for which they have not hitherto been paid or satisfied, and their claims and demands are still outstanding: And whereas it is just and expedient that all such claims and demands should be paid and satisfied, after the same have been ascertained in the manner hereinafter mentioned: We, Your Majesty's dutiful and loyal subjects, the Commons of Upper Canada, in Provincial Parliament assembled, therefore, humbly beseech Your Majesty that it may be enacted; And be it enacted by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Upper Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, intituled, "An Act to repeal certain Parts of an Act passed in the Fourteenth Year of his "Majesty's reign, intituled, 'An Act for making more effectual Provision for "'the Government of the Province of Quebec, in North America,' and to "make further Provision for the Government of the said Province," and by authority of the same, that from and out of the rates and duties now raised, levied and collected, or hereafter to be raised, levied and collected, and in the hands of the Receiver-general of this province, and unappropriated, there be granted to Her Majesty, Her heirs and successors, a sum not exceeding 40,000 *l.*, which said sum, not exceeding the said sum of 40,000 *l.*, shall be appropriated, applied and disposed of in the payment of all and every and so many and such of the claims or "sums allowed" in the third column of the schedules hereinafter directed to be made out and delivered or sent to the Governor of this province, by the Commissioners to be appointed under this Act, and the same shall be paid under the warrants of the Governor, as hereinafter provided.

40,000 *l.* granted for payment of claims.

Governor to appoint three Commissioners in each district.

II. And be it further enacted, by the authority aforesaid, that it shall and may be lawful for the Governor of this province, as soon as may be after the passing of this Act, by several Commissions under the great seal of this province, to appoint three Commissioners for each district of this province, one of whom shall have been a resident for at least one year within the district, whose duty it shall be to inquire into the losses sustained by Her Majesty's subjects and other residents within this province, during and in consequence of the late rebellion and invasions; and also into the said several claims and demands which have accrued in respect of any loss, destruction or damage of property occasioned by violence on the parts of brigands or pirates, on the waters of the lakes or rivers dividing this province from the United States; and they or a majority of them shall ascertain, determine and allow the amount thereof respectively.

To inquire into losses during the rebellion.

Oath to be taken by the Commissioners.

III. And be it further enacted, by the authority aforesaid, that the said Commissioners, before they enter upon the execution of the duties of their office, shall severally take an oath before any one of Her Majesty's Justices of the Peace (which he is hereby authorized to administer), to the following effect: "I, A. B., do swear, that, according to the best of my skill and judgment, I "will faithfully, impartially and honestly execute the duties imposed upon me, "under and by virtue of an Act, intituled, 'An Act to ascertain and provide for "'the Payment of all just Claims arising from the late Rebellion and Invasions "'of this Province,' without favour or affection, prejudice or partiality to any "person or persons whomsoever. So help me GOD."

IV. And

Commissioners to examine persons on oath touching claims, &c.

IV. And be it further enacted, by the authority aforesaid, that it shall and may be lawful to and for the said Commissioners, and they are hereby authorized to examine upon oath all persons whom they shall think fit to examine upon the several claims and demands, which may from time to time come before them, and touching all such matters and things as shall be necessary for the execution of the powers vested in them by virtue of this Act, which oath shall be in the following form, or to the following effect: "You, A. B., do swear, that "the evidence which you shall give upon the matter now before us shall be the "truth, the whole truth, and nothing but the truth. So help you GOD;" and all persons whom they, or a majority of them, shall summon before you are hereby directed and required personally to attend them, the said Commissioners, at such time and in such places as they shall from time to time appoint.

Oath of witnesses.

Witnesses summoned to attend the Commissioners.

Commissioners to meet at two places, for six days each (see 4 & 5 Vict., c. 39, s. 1.)

V. And be it further enacted, by the authority aforesaid, that the said Commissioners are hereby authorized to meet and sit from time to time at such two places (and at two places only) and for a period not exceeding six days at each sitting in each district, as they shall think proper, and to send their precept under their hands for any person whomsoever, and for such books, papers and writings as they may judge necessary for their information, or the execution of the powers vested in them by this Act.

Notice to be given by Commissioners of times and places of meeting.

VI. And be it further enacted by the authority aforesaid, that a printed notice shall be published in the Upper Canada Gazette, and in such newspapers in each district as the said Commissioners may respectively think fit, twice successively; and similar notices shall be posted or fixed up against the churches, meeting-houses and principal taverns in each county, at least three weeks previous to the said Commissioners holding their first meeting; which notice shall be in the following form, or to the following effect: "Public Notice "is hereby given, that we, the undersigned Commissioners, appointed by his "Excellency the Governor (or Lieutenant-governor, as the case may be), to inves-"tigate all claims and demands against the Government of this province, for losses, "injuries, or otherwise arising out of the late rebellion and invasion of this pro-"vince, will hold our first meeting at (naming the tavern or place) in the township "of in the county of on the day of "next, at nine o'clock in the forenoon; and our second meeting at (naming the "tavern or place) in the township of in the county of "on the day of next, at nine o'clock in the forenoon, "and we shall continue our sitting for a period not exceeding three successive "days at each place, and no longer; all farmers, merchants, tavern keepers, "teamsters, and all other persons who have any claims upon the country, will "punctually attend the several places and times above mentioned, with their "accounts, papers and witnesses, to prove and substantiate the same, or in default "thereof, their claims will for ever thereafter be excluded and barred. Given "under our hands, this day of

"A. B.
"C. D. } Commissioners."
"E. F.

False swearing, perjury.

VII. And be it further enacted by the authority aforesaid, that in case any person, upon examination upon oath before the said Commissioners, or a majority of them, as before mentioned, shall wilfully and corruptly give false evidence, every such person so offending, and being duly convicted thereof, shall be and he is hereby declared to be subject and liable to such pains and penalties as by any law now in force, persons convicted of wilful and corrupt perjury are subject and liable.

Schedule of claims allowed or rejected to be made out by Commissioners.

VIII. And be it further enacted by the authority aforesaid, that, before the said several Commissioners shall finally close their sittings, they, or any two of them, shall make out a schedule of all claims examined and allowed or rejected by them in the following form, or as near thereto as may be; which said schedule shall be in duplicate, and free from erasures or interlineations, and shall be signed by the said Commissioners, or any two of them:

Form of Schedule, &c.

"We, the undersigned persons, appointed by his Excellency the Governor "to examine, inquire into, and allow or reject the claims or demands of the "inhabitants of the county of in the district of

" this province, arising out of the late rebellion and invasions of this province,
" and having sat at (naming the tavern or place), in the township of
" in the said county, on the days of , and
" at (naming the town or place) in the township of , in the
" same county, on the days of , and
" having carefully and diligently examined the under-mentioned persons, or their
" witnesses, and evidence, touching their several claims as aforesaid, do allow
" such claims as we have not rejected altogether at the several sums set opposite
" the respective parties' names in the third column of the Schedule hereunder
" written; (that is to say)

Claimants' Names.	Sums Claimed.	Sums Allowed.	Rejected altogether.
	£. s. d.	£. s. d.	£. s. d.

" And we do hereby accordingly, by this writing under our hands, allow the
" above several sums to be due and payable to the several parties or persons
" opposite to whose names such sums are respectively entered, as sums allowed in
" the third column of the Schedule.

" As witness our hands this day of 18

" A. B.
" C. D. } Commissioners."
" E. F.

" Witnesses"—(Two witnesses).

One copy of Schedule to be sent to the Governor, and another to be deposited with the District Treasurer.

IX. And be it further enacted by the authority aforesaid, that the said Commissioners, or any two of them, shall, as soon as possible after the determination of their sittings, examinations and proceedings, under and by virtue of this Act, seal up and send to his Excellency the Governor of this Province one part of their Schedule, and they shall deposit another part with the Treasurer of the district, who is hereby required to accept and receive the same; and they shall retain in their possession all the evidence, papers and vouchers taken by them, until the said several sums allowed shall be finally paid or settled, when such evidence, papers and vouchers shall, on demand, be handed over to the parties entitled to receive the same; and the copy of the several Schedules hereinbefore directed to be delivered to the Governor shall be by him laid before the Legislature of this province at the then next ensuing Session of Parliament.

Disposition of evidence, papers, &c.

Schedule to be laid before the Legislature.

Commissioners to receive 20 *s.* per day, not exceeding fourteen days in any one district. (see 4 & 5 Vic., c. 39, s. 1.)

X. And be it further enacted by the authority aforesaid, that the said Commissioners shall be entitled to receive the sum of 20 *s.* currency, and no more, for every day they shall be occupied in the travelling to, and returning from, and sitting at any place, for the purpose of hearing and determining any matters under the provisions of this Act; provided, that in no case shall any Commissioner be allowed for more than 14 days' occupation in one district.

Warrants to be issued for payment of fees, &c., due to Commissioners,

and for sums allowed to claimants.

XI. And be it further enacted by the authority aforesaid, that it shall and may be lawful for the Governor of this province, as soon as conveniently may be after he shall have received all the aforesaid Schedules, to issue his warrant or warrants from time to time to the said Receiver-general for the payment of the fees due to the said Commissioners, and for the expenses of printing and publishing any notices or advertisements, or any other reasonable expenses that may be incurred in carrying the provisions of this Act into complete effect; and also for the payment of the several sums allowed to the several claimants in each district; and the said Receiver-general is hereby required thereupon, on demand, to pay to the said several claimants, or their attornies, lawfully constituted, the several sums in the third column in the said Schedule set opposite to their respective names, as sums allowed in and by such Schedule; and the Receiver-general shall account to Her Majesty, Her heirs and successors, for the same, through the Lords Commissioners of Her Majesty's Treasury, in such manner and form as Her Majesty, Her heirs and successors, shall be graciously pleased

to

to direct; provided always, that any claims arising under this Act may be paid, whenever the same shall be practicable, in the whole, or in part, in any debentures or public bills of credit, which shall or may hereafter be issued in aid of the public service; and such debentures or bills of credit shall be a legal tender for the whole, or in part, of any such claims.

Claims may be paid in debentures, &c.

XII. And be it further enacted by the authority aforesaid, that, in the event of the damages authorized to be paid under the provisions of this Act exceeding the sum herein granted, it shall be the duty of the Governor, and he is hereby required, to apportion the said sum of 40,000 *l.*, in proportion to the respective claims ascertained to be due.

If claims allowed exceed amount granted, Governor to apportion the same to the respective claimants.

— No. 18. —

No. 18.

CHAP. 39.—AN ACT to amend and enlarge an Act of the Legislature of the late Province of Upper Canada, intituled, "An Act to ascertain and pro- "vide for the Payment of all just Claims arising from the late Rebellion "and Invasions of this Province." (17th August 1841.)

Preamble.

WHEREAS by the fifth section of an Act passed in the last session of the Legislature of the Province of Upper Canada, intituled,* "An Act to ascertain "and provide for the Payment of all just Claims arising from the late Rebellion "and Invasions of this Province," it is enacted (among other things), that the Commissioners to be appointed by that Act should sit from time to time at two places only, and for a period not exceeding six days at each sitting in each district, and it is by the tenth section of the said Act provided, that in no case shall any Commissioner be allowed for more than fourteen days' occupation in any one district: And whereas it is expedient to extend the provisions of the said Act so far as to enlarge the period for the said Commissioners holding their sittings; Be it therefore enacted by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the "Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That it shall be lawful for the said Commissioners to sit twenty-eight days in each district, but at two places only in such district; and that neither of such sittings shall exceed fourteen days, for the purposes of the said in part recited Act: Provided always, that in no case shall any Commissioner be allowed for more than thirty-one days occupation in any one district.

* Page 28.

A certain Act in part recited.

The period during which the Commissioners under the said Act may sit, and the number of days for which they may receive compensation extended.

Proviso.

II. And be it enacted, That the powers vested in, and duties required of the said Commissioners under the said Act, shall extend and be construed to extend to inquire into all losses sustained by Her Majesty's subjects and other residents within that part of this province to which the said Act extends, from the first breaking out of the said rebellion to the passing of the said Act, and the several claims and demands which have accrued to any such persons by such losses, in respect of any loss, destruction or damage of property occasioned by violence on the part of persons in Her Majesty's service, or by violence on the part of persons acting or assuming to act on behalf of Her Majesty, in the suppression of the said rebellion, or for the prevention of further disturbances, and all claims arising under or in respect of the occupation of any houses or other premises by Her Majesty's naval or military forces, either imperial or provincial.

The powers of the Commissioners extended to other claims for losses and demands not before provided for.

—No. 19.—

(No. 108.)

COPY of a DESPATCH from Lord *Sydenham* to Lord *John Russell.*

Government House, Kingston, 25 August 1841.

My Lord, (Received 15 September 1841.)

No. 19.
Lord Sydenham to Lord John Russell, 25 August 1841.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, of the 21st ultimo, No. 408, relative to the claim of Mr. Isaac Smith to indem-

nity for the destruction of his property by Colonel Cyril Taylor, as a measure of defence against the attacks of the insurgents at Odelltown. Your Lordship desires me to report my opinion, whether the indemnity to which Mr. Smith is entitled ought to be paid from the military chest or from the provincial revenue.

In reply, I have to state, that were Mr. Smith's an isolated case, or were the principle now first brought forward for decision, I should be prepared to contend that all losses caused by operations for strengthening or defending a military post ought to be defrayed out of the military chest, and that the province should bear only those losses which were caused by the insurgents. This was the principle of the first Ordinance for the appointment of an Indemnity Commission, passed by Sir J. Colborne and the Special Council, although the operation of the Commission was afterwards extended to all losses of every kind. I am, however, aware that losses caused by the direct action of Her Majesty's troops, and intended either to strengthen their positions or to weaken those of the insurgents, have been indemnified out of provincial funds; and perhaps, therefore, it may be now too late to assert the contrary principle with reference to this individual case.

But, on my arrival in Lower Canada, I found that no less a sum than 21,000*l.* had already been awarded by Sir John Colborne to the sufferers by the rebellion, for the greater part of which I had to provide, and that in this manner the provincial chest had become so exhausted as scarcely to meet the current expenses of the province. I accordingly felt bound to bring to a close the operations of the Indemnity Commission, and to allow the claims which they had recommended since their previous reports to stand over till the financial condition of the province should have improved. Among these was the claim of Mr. Smith; but, considering the very peculiar circumstances out of which it had arisen; the loyalty of the sufferer; the promise made to him by Sir John Colborne; the immediate intervention in the matter of the officer commanding Her Majesty's troops on the frontier, and the discontent which would necessarily be produced by its non-payment; I recommended that in the absence of any provincial funds applicable to the service, it should be defrayed from the military chest. I am still of the same opinion, and I would therefore submit to your Lordship, that the Commissary-general should be authorized at once to pay to Mr. Smith the sum to which by the award of the Commissioners he has been declared entitled.

I have, &c.
(signed) *Sydenham.*

— No. 20. —

(No. 49.)

Copy of a DESPATCH from Lieut.-General Sir *R. D. Jackson* to Lord *Stanley.*

Government House, Kingston, 14 December 1841.

My Lord, (Received 17 January 1842.)

No. 20.
Lieut.-Gen. Sir R. D. Jackson, to Lord Stanley, 14 December 1841.

I have the honour to acknowledge the receipt of your Lordship's Despatch of the 8th October last, No. 15, on the subject of the claim of Mr. Isaac Smith, whose property at Odelltown was destroyed in 1838, by direction of the officer in command of Her Majesty's troops at that post, when engaged in action with the insurgents, to be indemnified for his losses out of imperial funds. Your Lordship observes, that Lord Sydenham, while he adverts to peculiar claims possessed by Mr. Smith, does not specify them, and that as many similar claims referred to the Indemnity Commissioners stand over for want of funds, you cannot, without further information, separate this case from others.

From Lord John Russell's Despatch, No. 408, to which Lord Sydenham's Despatch of the 25th of August was an answer, it was evident that the Colonial Office were already in possession of all the documents connected with Mr. Smith's case, and it therefore appeared, I presume, to Lord Sydenham, unnecessary to recapitulate circumstances which were so fully set forth in Mr. Smith's petition, and in Colonel Cyril Taylor's letters. The circumstances to which Lord Sydenham intended to advert as constituting the peculiarity of Mr. Smith's claim were, I conceive, the fact that Mr. Smith was a man of undoubted loyalty in a part of the

the country where disaffection very generally prevailed; that when it was stated to him that the position of his property afforded shelter to the insurgents in their attack on Her Majesty's troops, he at once consented to its destruction; that accordingly it was so destroyed by Colonel Taylor's orders, and that when reported to the Commander of the Forces on the following day, this proceeding received his especial approval; and last, that an express promise was given by Lord Seaton, or by his authority, to Mr. Smith, that he should be indemnified. Some of these circumstances may have occurred in other cases included among those not yet satisfied, but all of them occur in none. Mr. Smith's case may, therefore, I think, be fairly treated by itself, without the risk of establishing a precedent for the decision of others.

The delay in satisfying claims like the present, although, under the existing circumstances of the provincial revenue, unavoidable, had given rise to considerable discontent, and was felt as a peculiar hardship by the few loyal inhabitants of that section of the country, whose loyalty had then, and has since, exposed them to outrage and insult from their disaffected neighbours. In another despatch,* which I address to you by this opportunity, your Lordship will find a striking and most unhappy illustration of the sufferings to which the well-disposed inhabitants of that frontier are subjected, and you will, I trust, consider that while their attachment to the British Government exposes their property and their lives to attacks of so atrocious a nature, it is no less impolitic than unjust to give them any fair ground to complain that the losses which they have suffered by the act of the Government are left unrequited. If this be so, it is not possible but that a feeling of self-preservation on the one hand, and a sense of injury on the other, should undermine the loyalty of all who are settled in disaffected communities; or, at any rate, should induce them to conceal sentiments which, while they expose them to unpopularity, suspicion and outrage, afford them no protection whatever.

Lord Sydenham felt very strongly the evils of such a state of things, and anxious to remove the bad impression produced even by delay in satisfying a claimant, who appealed not only to the just and favourable consideration of the Government, but also to the direct promise of the Governor, he recommended the payment of this claim out of the military chest, as the only fund then available. But at the same time he directed a Bill to be introduced into the Legislature to provide for the liquidation of all claims of this nature in Lower Canada, as had previously been done in the Upper Province. Unfortunately, owing to the lateness of the season, this Bill did not pass into a law, and there is, therefore, no fund, nor any prospect of a fund, out of which Mr. Smith can be paid, should your Lordship still continue to think that his case ought not to be made an exception. But I trust that the circumstances which I have now stated, and the strong conviction which I feel it my duty to express, that if a claim like this be left unsatisfied, it will have the worst effect on the loyalty of persons similarly situated, may induce your Lordship to take a different view of the matter.

I do not know that I need add anything more on the subject, although I feel the greatest anxiety to rescue the Government from the odium of a breach of faith to one of the few individuals who in that part of the country came forward to support them in 1838. Mr. Smith has intimated his intention, in the event of his appeal to the Government being unsuccessful, to commence legal proceedings against Colonel Taylor, and it is probable, if he do so, that he will recover damages. In that case it will not, I presume, be permitted that Colonel Taylor should be subjected to so heavy a loss for proceedings adopted in the execution of his military duty, and subsequently approved by the Commander of the Forces. I would, however, request your Lordship's instructions as to the course which should be pursued by the Government in such a contingency.

I have, &c.

(signed) *R. D. Jackson.*

---

* No. 53, 20 December, referring to the border attacks of United States citizens on the lives and properties of the Canadian inhabitants.

Part II.

Correspondence, &c. since the Year 1844.

— No. 21. —

(No. 44.)

Copy of a DESPATCH from Sir *Charles Metcalfe* to Lord *Stanley*.

(Answered 8 May 1844, page 35.)

No. 21.
Sir Charles Metcalfe to Lord Stanley,
7 March 1844.

Government House, Kingston, 7 March 1844.

My Lord, (Received 16 April 1844.)

I have the honour to submit, at their request, a petition to Her Majesty from certain inhabitants of the county of Huntingdon in Lower Canada, praying to be indemnified for losses sustained by them during the rebellions of 1837 and 1838.

The prayer of the petitioners is entitled to earnest consideration, for no one can question their claim to relief, or that of others, who have suffered under similar circumstances. It is to be regretted that so much delay has taken place in doing justice to loyal subjects, who have perilled both property and life in the defence of the Crown, and still more to be lamented that there is little prospect of any better result, owing to disinclination in influential parties in the colony to provide the requisite funds. The effect of this neglect cannot be other than prejudicial and disheartening; it is an aggravation of misfortune to those whose claims remain unsatisfied, that others were recompensed for their losses, and all in progress to the same consummation, when the inquiry was suddenly stopped, and that since then all recompense has ceased.

I am aware that Her Majesty's Government have replied to former applications that they have no means of complying with them; and as there are no funds under the control of the Provincial Government out of which these claims can be satisfied, I am reluctantly compelled to defer their settlement, in the faint hope, bordering on despair, that the local legislature may hereafter be moved to make the necessary appropriation.

I have, &c.

(signed) *C. T. Metcalfe.*

Enclosure in No. 21.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Petition of certain Loyal Inhabitants of the County of Huntingdon and Province of Canada;

Humbly Sheweth,

Encl. in No. 21.

That your petitioners, residing in the county and province aforesaid, are loyal and devoted subjects of Your Majesty, who during the late unhappy rebellions of 1837 and 1838 were active in the defence of the laws and constitution of Great Britain, and suffered many and serious evils in consequence thereof.

That in the autumn of 1838 your petitioners suffered all the complicated evils incident to civil war, several of them having been imprisoned by the insurgents, while others were engaged in repelling the hostile attacks of a portion of their fellow-subjects then in arms against the authority of Your Majesty; and that, during that unhappy period, their homes and properties were consequently abandoned to pillage and spoliation, involving all in considerable and many in ruinous losses.

That a Commission was appointed to investigate the claims of the loyal sufferers during the rebellion, and that the persons included in the First, Second and Third Report of the Commissioners received their pay; after which proceedings were suddenly suspended, although the claims of most of your petitioners had been examined and approved, and, in several instances, the warrants actually made out for their payment.

That each successive Governor has acknowledged the justice of your petitioners' claims upon the Government, but regretted the want of the necessary funds.

That

That your petitioners can only look upon their case as one of extreme neglect, inasmuch as others who had suffered less, and done less in the loyal cause, were promptly remunerated; while this section of the province, which bore the weight of the second rebellion in Lower Canada, and under the most discouraging circumstances, without any assistance from the regular forces, met and defeated the insurgents in the actions of the 7th and 9th November (which actions terminated the unhappy struggle), have now remained more than five years unremunerated.

That it is with extreme regret your petitioners recall the recollection of those unhappy passages in our colonial history, more particularly as it appears the wish of Your Majesty the past should be forgotten, but that the peculiar circumstances of your petitioners render the allusion necessary and unavoidable.

That many of your petitioners, merchants and others, in consequence of their losses, were obliged to contract debts in order to continue their accustomed business, which they did under the assurance of speedy remuneration; and that those debts, in too many instances, remain unliquidated, threatening the parties with utter ruin.

Wherefore, with every confidence in Your Majesty's justice, your petitioners lay their case at the foot of the Throne, humbly praying Your Majesty to adopt such measures for our relief as in your wisdom may seem just and equitable.

And may the blessing of Almighty God rest upon Your Majesty, and long continue your benignant reign over a devoted people.

Signed by 67 Persons.

Lacolle, February 15, 1844.

—No. 22.—

(No. 215.)

Copy of a DESPATCH from Lord *Stanley* to the Right Honourable Sir *C. Metcalfe.*

Sir, Downing-street, 8 May 1844.

No. 22. Lord Stanley to the Right Hon. Sir C. Metcalfe, 8 May 1844.

I have received your Despatch, of the 7th March, No. 44,* with a petition addressed to The Queen by certain inhabitants of the county of Huntingdon, praying for indemnification for their losses by the late rebellions in Canada.

I have laid this petition before The Queen, and Her Majesty was pleased to receive it very graciously. I regret, however, to have to add, that it has not been in my power to advise Her Majesty to accede to it, owing to the absence of any funds from which relief could be afforded to the petitioners.

* Page 34.

I find that in Upper Canada an Act was passed, with the intention of providing indemnification, by the means of debentures, for a certain number of persons who had sustained losses by the rebellion, but which Act, if I am rightly informed, never went into operation. It has been suggested to me, that if the claims from both sections of the province were submitted in one application to the House of Assembly, they might receive favourable consideration, and be compensated by debentures. I do not venture an opinion whether it is practicable to adopt this course, or if it be so, whether it would be satisfactory to the petitioners themselves; but, as I perceive no other mode of procuring them redress, and there are no hopes of relief from Imperial funds, I think it right to offer you the suggestion, leaving it entirely at your discretion to act upon as you may think proper.

I have, &c.

(signed) *Stanley.*

— No. 23.—

(No. 263.)

Copy of a DESPATCH from Lord *Metcalfe* to Lord *Stanley.*

Government House, Montreal, 30 April 1845.

My Lord, (Received 2 June 1845.)

No. 23. Lord Metcalfe to Lord Stanley, 30 April 1845.

I have the honour to submit a Report by Mr. Attorney-general Smith on the laws passed by the Legislative Council and Legislative Assembly of Canada in the last Session, and assented to by me in Her Majesty's name.

I have, &c.

(signed) *Metcalfe.*

Enclosure 1, in No. 23.

Encl. 1, in No. 23. EXTRACT from REPORT of Mr. Attorney-General *Smith* on the Laws of Canada, Session of 1845, enclosed in Lord *Metcalfe*'s Despatch, No. 263, 30 April 1845.

CAP. 72.—AN ACT to provide for the Payment of Claims arising out of the Rebellion and Invasion in Upper Canada, and to appropriate the Duties on Tavern Licenses to Local Purposes.

Introduced by Mr. Commissioner of Crown Lands *Papineau.*

THIS Act directs that the monies arising from tavern licenses shall be appropriated for local purposes under the municipal authorities of the places in which they are collected. It would not, of course, extend to the duty imposed by the Imperial Act, 14 Geo. 3, c. 88, whenever that duty, or any portion of it, should under the Union Act cease to be at the disposal of the Provincial Parliament; nor would it affect the provision of the Union Act by which the order of charges on the Consolidated Revenue is established, if by any chance the fund should be insufficient to meet prior charges. It would seem, in principle, better to have appropriated a sum equal to that produced from the said duty, to be paid out of the Consolidated Revenue Fund, in its proper order of charge. But no practical inconvenience seems likely to ensue in this instance. The appropriation is a very popular one. The remainder of the Bill provides, that out of the monies coming to Upper Canada under it, the claims allowed under the Act of Upper Canada, 3 Vict., c. 76, and of Canada, 4 & 5 Vict., c. 39, shall be paid, or as far as the sum of 40,000 *l.* appropriated by the first of those Acts will go. This part of the Act is very important, and has settled a question which had excited great discussion and created great difficulty. Debentures are to issue in the first place, to be payable out of the said monies.

Enclosure 2, in No. 23.

ANNO OCTAVO VICTORIÆ REGINÆ.

Encl. 2, in No. 23. CAP. 72.—AN ACT to provide for the Payment of Claims arising out of the Rebellion and Invasion in Upper Canada, and to appropriate the Duties on Tavern Licenses to Local Purposes.—(29 March 1845.)

Preamble. WHEREAS it is necessary to provide means for paying the sums to be awarded by the Commissioners who may be appointed under the authority of the Act of the Legislature of Upper Canada, passed in the third year of Her Majesty's reign, and intituled, "An Act "to ascertain and provide for the Payment of all just Claims arising from the late "Rebellion and Invasions of this Province," to the claimants under the said Act, as extended by the Act of the Legislature of this province, passed in the session held in the fourth and fifth years of Her Majesty's reign, and intituled, "An Act to "amend and enlarge an Act of the Legislature of the late Province of Upper Canada, "intituled, 'An Act to ascertain and provide for the Payment of all just Claims "'arising from the late Rebellion and Invasions of this Province:'" Be it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act "to re-unite the Provinces of Upper and Lower Canada," and for the government of Canada; and it is hereby enacted by the authority of the same, That it shall be lawful for the Governor in Council to issue debentures, not amounting in the whole to more than 40,000 *l.* currency, to the claimants to whom sums shall be awarded under the provisions of the Acts above mentioned, and for the sums awarded to them respectively; and such debentures shall be issued in such form, and signed and attested by such officers, and in such manner as the Governor in Council shall appoint, and shall bear interest, to be paid half-yearly, from the date thereof, and shall be payable, as shall also such interest, out of the fund hereinafter provided for that purpose, and no other, and shall respectively be made payable at such periods as the Governor in Council shall deem most for the public advantage, or at any time previous to such periods, upon such notice as shall be expressed in the said debentures respectively, after which, or after the period fixed for the payment thereof, if such notice be not given, no interest shall accrue thereon: Provided always, that no such debenture shall issue until the total amount of the sums awarded to the said claimants shall be ascertained; and if such total amount shall exceed the said sum of 40,000 *l.*, then the said sum shall be apportioned among the claimants in proportion to the sums awarded to them respectively.

Act of Upper Canada, 3 Vic. c. 76, cited.

Act of Canada, 4 & 5 Vic., c. 39, cited.

Governor in Council may issue debentures to a certain amount to the Claimants under the said Act.

Proviso if the sums awarded exceed in the whole the said sum.

Provisions of Act of Upper Canada, 7 Will. 4, c. 14, extended to debentures issued under this Act.

II. And be it enacted, That all the provisions of the Act of the Legislature of Upper Canada, passed in the seventh year of the reign of his late Majesty King William the Fourth, and intituled, "An Act to supply by a General Law certain forms of Enactment "in common use, which may render it unnecessary to repeat the same in Acts to be here-"after passed," which relate to the punishment of persons counterfeiting or forging debentures,

debentures, or issuing or using any such forged or counterfeit debentures, and generally all the provisions of the said Act relating to debentures, and not inconsistent with the other provisions of this Act, shall be and are hereby extended to the debentures to be issued under the authority hereof.

Monies arising from Tavern Licenses to be applied to municipal purposes.

III. And be it enacted, That the monies arising from the duties on licenses to keep houses of public entertainment issued after the passing of this Act, shall, as well in Upper Canada as in Lower Canada, be appropriated to the uses and purposes of the districts, or other municipal divisions of this province, in which they shall be collected, and shall be paid over to the treasurers thereof accordingly; and such payment may be made either directly by the District Inspector, or by the intervention of the Receiver-general, or other proper officer, as the Governor in Council shall from time to time direct.

But such monies from Upper Canada shall be appropriated to pay the debentures issued under this Act until the same, and the interest thereon, be paid.

IV. Provided always, That until the debentures to be issued under this Act and all interest thereon shall have been paid, the monies arising from the duties on such licenses in Upper Canada shall be paid to the Receiver-general, and shall be applied by him to form a fund for paying the said debentures and interest; and in the last year in which such application shall be made, an equal per-centage (if the whole be not required) shall be so applied from the monies collected in each district, and the balance shall be paid over to the District Treasurer for the purposes aforesaid.

Separate accounts.

V. And be it enacted, That the Receiver-general shall keep separate accounts of all monies paid and received by him under the authority of this Act, and of the debentures issued under the same and the interest thereon, so as to show at any time the amount due and outstanding for such debentures and interest, and the amount received for the said fund.

Payments to be made by warrant.

VI. And be it enacted, That all payments to be made by the Receiver-general, under the authority of this Act, shall be made on warrants under the hand of the Governor, issued in the usual manner and form, and not otherwise.

Accounting clause.

VII. And be it enacted, That the due application of all public monies paid or received under the authority of this Act, shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury, for the time being, in such manner and form as Her Majesty, Her heirs and successors shall direct, and an account thereof shall be laid before the Provincial Legislature at the then next session thereof.

Commissioners in their inquiry not to be bound by the strict legal rules of evidence.

VIII. Provided always, and be it enacted, That the Commissioners to be appointed, under the authority of the Act first above cited, shall not in their inquiries be bound by the strict legal rules of evidence, but may, if they think fit, examine the claimants themselves on oath, and may receive and admit all such evidence and information, whether documentary or otherwise, as they shall deem conducive to a correct decision on the merits of the respective claims brought before them, according to equity and good conscience, and to the true intent and meaning of the Acts hereinbefore cited, and of this Act.

Interpretation clause.

IX. And be it enacted, That the words "Governor in Council" in this Act shall mean the Governor, Lieutenant-governor or person administering the government of this province, acting by and with the advice of the Executive Council thereof; and the words "Upper Canada" shall mean all that part of this province which formerly constituted the Province of Upper Canada; and the words "Lower Canada" shall mean all that part of this province which formerly constituted the Province of Lower Canada.

— No. 24.—

ANNO NONO VICTORIÆ REGINÆ.

CAP. LXV.—AN ACT to provide for the Payment of certain Rebellion Losses in Lower Canada, and to appropriate the Proceeds of the Marriage License Fund.—9 June 1846.

Preamble.

WHEREAS it is expedient to make provision for the payment of the sums ascertained by the Fourth and Fifth Reports of the Commissioners appointed under the Ordinance of the Administrator of the Government of the late province of Lower Canada, and the Special Council for the affairs thereof, passed in the first year of Her Majesty's reign, and intituled, "An Ordinance to authorize the "Appointment of Commissioners to investigate the Claims of certain loyal "Inhabitants of this Province for Losses sustained during the late unnatural "Rebellion;" Be it therefore Enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council, and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to re-unite the

Ordinance, Lower Canada, 1 Vic. c. 7, cited.

£. 9,986. 7. 2. (to be raised by debenture), appropriated to pay indemnity awarded in the said Ordinance.

" Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That there be granted to Her Majesty a sum not exceeding 9,986*l.* 7*s.* 2*d.* currency, to be raised by debentures in the manner hereinafter mentioned, to enable Her Majesty to pay the sums reported by the Commissioners under the Ordinance aforesaid, in their said Fourth and Fifth Reports, as being required to indemnify the persons therein mentioned respectively for their lossess sustained during and by reason of the rebellion in the said Ordinance mentioned.

Governor in Council may authorize the issue of debentures to the said amount; such debentures to be chargeable against the Lower Canada portion of the Marriage License Fund, and not against the general revenue.

II. And be it enacted, That for the purpose of raising such sum as aforesaid, it shall be lawful for the Governor in Council to authorize the issue of debentures to an amount not exceeding the said sum, in such form, and for such separate sums, and redeemable respectively at such times as may be found most convenient, bearing interest at a rate not exceeding six per centum per annum, the principal and interest of the said debentures not being chargeable on the Consolidated Revenue Fund of this province, but being payable out of that portion of the Marriage License Fund arising in Lower Canada, as the same shall come into the hands of the Receiver-general, the proceeds of which portion of the said fund are hereby specially appropriated to the payment of the said principal and interest.

Upper Canada portion of the said fund appropriated towards the support of certain public institutions in Upper Canada.

III. And be it enacted, That the proceeds of that portion of the said Marriage License Fund arising in Upper Canada shall be and are hereby specially appropriated towards the support of the public institutions in that portion of the province for which grants have usually been made out of the Consolidated Revenue Fund of this province; that is to say, the Toronto General Hospital, the Kingston Hospital, the Toronto House of Industry, the Kingston Indigent Sick, and the Upper Canada Lunatic Asylum, to be applied in such manner and for such amounts as the Governor in Council shall direct.

Punishment of persons forging debentures, &c.

IV. And be it enacted, That if any person or persons shall forge or counterfeit any debenture to be issued under the authority of this Act, or any stamp, indorsement, or writing thereon or therein, or shall demand to have such counterfeit debenture, or any debenture with such counterfeit writing or other indorsement thereon or therein, to be exchanged for money by any person or persons who shall be obliged or required to exchange the same, or by any other person or persons whomsoever, knowing the debenture so tendered, or the indorsement or writing thereon or therein, to be so forged or counterfeited with intent to defraud Her Majesty, Her heirs and successors, or the person appointed to pay the same, or any of them, or any other person or persons, body or bodies politic or corporate, then every person so offending being thereof lawfully convicted shall be adjudged guilty of felony, and shall suffer such punishment as shall be adjudged in that behalf, not exceeding imprisonment at hard labour in the provincial penitentiary for seven years.

Debentures may be called in and paid off at any time.

V. And be it enacted, That it shall and may be lawful for the Governor of this province at any time, by proclamation, to call in any of the said debentures, although the time therein named for the payment thereof may not have arrived, in order that the same may be paid off, and that at the expiration of six months from the date of such proclamation all interest on the debentures called in for payment as aforesaid shall cease.

Accounts in detail to be laid before the Legislature.

VI. And be it enacted, That accounts in detail of all monies received and paid, and of the debentures issued and the interest thereon, and of the redemption of the whole or any part of such debentures, and all expenses attending the collection and payment of the sums of money collected, received or paid by authority of this Act, shall be laid before the legislature of this province at each session thereof.

Accounting clause to Her Majesty.

VII. And be it enacted, That the due application of the monies so to be raised shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury, in such manner and form as Her Majesty, Her heirs and successors, shall be graciously pleased to direct.

Interpretation clause.

VIII. And be it enacted, That the words " Governor in Council," wherever they occur in this Act, shall be construed to mean the Governor, Lieutenant-Governor or person administering the government of this province, acting by and with the advice of the Executive Council thereof.

—No. 25.—

— No. 25. —

ANNO DECIMO ET UNDECIMO VICTORIÆ REGINÆ.

CAP. 33.—AN ACT to authorize the issuing of Debentures to pay the Balance due to Claimants for Losses during the Rebellion and Invasion in Upper Canada.—28th July 1847.

Preamble. Certain Acts cited. Act 8 Vic. c. 72.

WHEREAS by an Act passed in the eighth year of Her Majesty's reign, intituled, "An Act for the Payment of Claims arising out of the Rebellion and "Invasion in Upper Canada, and to appropriate the Duties on Tavern Licenses "to local Purposes," it was amongst other things provided, that it should be lawful for the Governor in Council to issue debentures, not amounting in the whole to more than 40,000 *l.* currency, to the claimants, to whom sums should be awarded under the provisions of a certain Act of the Legislature of Upper Canada, passed in the third year of Her Majesty's reign, and intituled, "An Act to ascertain and provide for the Payment of all just Claims arising "from the late Rebellion and Invasions of this Province," as extended by the Act of the Legislature of this Province, passed in the Session held in the fourth and fifth years of Her Majesty's reign, and intituled, "An Act to amend and enlarge "an Act of the Legislature of the late Province of Upper Canada, intituled, 'An "'Act to ascertain and provide for the Payment of all just Claims arising from the "'late Rebellion and Invasions of this Province;'" and for the sums awarded to them respectively: And whereas the sums awarded under the provisions of the said Acts amount in the whole to the sum of 43,463 *l.* 3 *s.* 9 *d.*: And whereas debentures have been issued under the said first-recited Act to the extent of 40,000 *l.* currency, and the proceeds thereof have been distributed rateably among the said claimants: And whereas a further sum of 3,613 *l.* 8 *s.* 9 *d.* is required to settle the said claims in full, and to pay a certain per-centage to the Treasurer of each district in Upper Canada, for the services he shall be required to perform under the provisions of this Act; Be it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of, and under the authority of, an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the "Government of Canada;" and it is hereby enacted by the authority of the same, That it shall and may be lawful for the Governor in Council to issue debentures, amounting in the whole to 3,613 *l.* 8 *s.* 9 *d.* currency, to raise a like sum to pay to the claimants the balance due on the respective sums which have been so awarded to them under the authority of the said last-recited Acts, and the per-centage aforesaid.

Act of Upper Canada, 3 Vict., c. 76.

4 & 5 Vict., c. 39.

Amount of awards under the said Acts.

£.3,613. 8*s.* 9*d.* to be raised for paying the balance of the said awards.

II. And be it enacted, That all the provisions of the said first herein recited Act, passed in the eighth year of Her Majesty's reign, intituled, "An Act for the "Payment of Claims arising out of the Rebellion and Invasion in Upper Canada, "and to appropriate the Duties on Tavern Licenses to local Purposes," which relate to the debentures issued, or to be issued, under the said Act, for the purposes therein mentioned, shall be and are hereby extended to the debentures to be issued under the authority of this Act.

Provisions of 8 Vict. c. 72, extended to Debentures to be issued under this Act.

III. And be it enacted, That it shall be the duty of the Treasurers of districts in Upper Canada, so soon as they shall be furnished with the means of so doing, to pay the several balances which may be due to claimants, as hereinbefore mentioned in their respective districts, and to take acquittances for the same; for which said services the said Treasurers shall be entitled to receive 5 per cent. upon the amount they shall respectively disburse.

Treasurers to pay the sums to claimants, and to receive a per-centage.

—No. 26.—

EXTRACT from the JOURNALS of the LEGISLATIVE ASSEMBLY of *Canada*, 16 April 1845.

Return to Address. Rebellion Losses, Lower Canada.

THE Honourable Mr. Daly, one of Her Majesty's Executive Council, laid before the House, by command of his Excellency the Administrator of the Government, "Return to an Address of the Legislative Assembly to his "Excellency the Administrator of the Government, dated 8th instant, praying "that his Excellency will be pleased to cause to be laid before the House, "'A Copy of all Correspondence which may have taken place between the "'Government and the Commission now appointed to inquire into the Losses "'sustained by the Inhabitants of Lower Canada during the late Rebellion, "'with the Instructions given to the said Commissioners.'"

Correspondence relative to Commission of Inquiry into Rebellion Losses, Lower Canada.

Secretary's Office,
Sir, Montreal, 12 December 1845.

I HAVE the honour, by command of the Administrator of the Government, to transmit to you the accompanying Commission appointing yourself, the Honourable P. H. Moore, and Jacques Viger, John Simpson, and Joseph U. Beaudry, Esquires, to be Commissioners for inquiry into the losses sustained by Her Majesty's subjects during the unhappy troubles in Lower Canada of the years 1837–8; and also arising from and growing out of the same. And I am to inform you, that his Excellency has been pleased to appoint Mr. J. G. Barthe to be Secretary to the Commission. The necessary instructions for the guidance of the Commissioners are transmitted to you herewith.

I am accordingly to express to you his Excellency's wish, that you should lose no time in communicating on the subject with your fellow Commissioners, and making the necessary arrangements for entering with them on the active prosecution of the labours of the Board. The remuneration of each Commissioner will be at the rate of 1 *l.* per diem while actually engaged in the inquiry, or in travelling in pursuance of it.

I have, &c.
(signed) *D. Daly*,
Secretary.

Honourable Joseph Dionne, &c. &c. &c.,
St. Pierre les Becquets, District of Three Rivers.

Gentlemen, Montreal, 12 December 1845.

HIS Excellency the Administrator of the Government, having been pleased to appoint you to be Commissioners for inquiring into the losses sustained by the inhabitants of that portion of thi sprovince, formerly Lower Canada, during the late unhappy rebellion therein, as also into the losses sustained by those inhabitants arising out of that rebellion, I have the honour, by command of his Excellency, to transmit the following instructions for your guidance in conducting your inquiry:—

1st. You will, in the performance of the duties devolving upon you, under the present Commission, carefully classify the cases of those who may have joined in the said rebellion, or may have been aiding and abetting therein, from the cases of those who did not; stating particularly, but succinctly, the nature of the loss sustained in each case, its amount and character, and, as far as possible, its cause.

2d. You will abstain from entering into the consideration of any cases which may have been reported upon by the Commissioners formerly appointed to examine into the rebellion losses. To enable you to do this, the Reports made by them will be furnished to your secretary, on his making application in your behalf for the same.

3d. You will accompany your Report on the claims investigated by you with such remarks as may be necessary to a perfect understanding of the matters entrusted to your investigation, in order that the same may be submitted to the Provincial Legislature at its approaching Session.

I have, &c.
(signed) *D. Daly*,
Secretary.

The Commissioners of Inquiry.

His

Province of Canada. (L. S.) *Metcalfe.*

His Excellency the Right Honourable *Charles Theophilus* Baron *Metcalfe*, of Fernhill, in the County of Berks, G. C. B., one of Her Majesty's most Honourable Privy Council, Governor-general of British North America, and Captain-general and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

To all to whom these presents shall come, or whom the same may concern, greeting:—

Know ye, that reposing trust and confidence in the loyalty, integrity, prudence and ability of the Honourable Joseph Dionne and the Honourable Philip H. Moore, Esquires; and Jacques Viger, John Simpson, and Joseph U. Beaudry, Esquires, I have nominated, constituted and appointed, and by this instrument, under my hand and seal, do nominate, constitute and appoint the said Joseph Dionne, Philip H. Moore, Jacques Viger, John Simpson and Joseph U. Beaudry, to be Commissioners for inquiry into the losses sustained by Her Majesty's loyal subjects in that part of the province of Canada which formerly constituted the late province of Lower Canada during the late unnatural rebellion which unhappily existed in that part of the said province, and arising from and growing out of the said rebellion; to have and to hold the said office of Commissioners as aforesaid unto them, the said Joseph Dionne, Philip H. Moore, Jacques Viger, John Simpson and Joseph U. Beaudry, for and during pleasure; together with all and every the rights, authorities and emoluments thereunto belonging or appertaining.

Given under my hand and seal at arms, at Montreal, in the said province of Canada, this 24th day of November, in the year of our Lord 1845, and in the ninth year of Her Majesty's reign.

By his Excellency's command,

(signed) *D. Daly,*
Secretary.

The following letter was addressed respectively to the Honourable *P. H. Moore*, St. Armand West, district of Montreal; *Jacques Viger*, Esquire, Montreal; *John Simpson*, Esquire, Coteau-du-Lac; and *Joseph U. Beaudry*, Esquire, Montreal.

Secretary's Office, Montreal,
12 December 1845.

Sir,

I HAVE the honour, by command of the Administrator of the Government, to inform you that a Commission has been, by this day's post, transmitted to the Honourable Joseph Dionne, appointing that gentleman (yourself and Messrs. Jacques Viger, John Simpson, and Joseph U. Beaudry) to be Commissioners for inquiry into the losses sustained by Her Majesty's subjects during the unhappy troubles of Lower Canada of the years 1837–8; and also arising from and growing out of the same. And I am to inform you, that his Excellency has been pleased to appoint Mr. J. G. Barthe to be Secretary to the Commission. The necessary instructions for the guidance of the Commissioners are this day sent to the Honourable Mr. Dionne, and a copy of them is enclosed herewith for your information.* I am accordingly to express to you his Excellency's wish, that you should lose no time in communicating on the subject with your fellow Commissioners, and making the necesssry arrangements for entering with them on the active prosecution of the labours of the Board.

The remuneration of each Commissioner will be at the rate of 1 *l.* per diem while actually engaged in the inquiry, or in travelling in pursuance of it.

I have, &c.

(signed) *D. Daly,*
Secretary.

Office

* *See* Instructions to the Commissioners of Inquiry.

Office of Losses, 1837–8,
Wardrobe of the Legislative Assembly,
Sir, Montreal, 11 February 1846.

I HAVE the honour to transmit to you, by order of the Commissioners to inquire into the losses sustained by Her Majesty's subjects during the troubles of 1837–8, to be submitted to his Excellency the Administrator of the Province, the following questions, the answer to which will serve as their guidance in the execution of the duties imposed upon them.

The instructions of the 12th December last, transmitted to the Commissioners, differing essentially from the tenor of the Commission by which they have been appointed, as to the persons who have a right to indemnification?

What are the powers conferred on the Commission to establish the classifications required by the instructions?

What are the powers conferred on the Commissioners to call before them the necessary witnesses, and to procure the necessary evidence, in order to obtain an exact valuation of the losses?

Are the Commissioners to travel to the different parts of the district, in order to accomplish the object of the Commission?

Is the remuneration of the Secretary left to the discretion of the Commissioners, or reserved for the decision of his Excellency?

I have, &c.
(signed) *J. G. Barthe,*
Secretary Commission of Inquiry, &c.

To the Hon. D. Daly, &c. &c. &c.

Secretary's Office,
Gentlemen, Montreal, 27 February 1846.

THE Administrator of the Government having had under consideration in Council the queries addressed in your behalf by your Secretary, in his letter of the 11th instant, I have received his Excellency's commands to communicate to you the following replies for your instruction and guidance:—

1st. In making out the classification called for by your instructions of the 12th December last, it is not his Excellency's intention that you should be guided by any other description of evidence than that furnished by the sentences of the courts of law.

2d. His Excellency considers that you have no power as Commissioners to call either for persons or papers; and that you must, therefore, be satisfied with such general evidence as the claimants may produce, or as may enable you to form a general estimate of the losses they have suffered.

3d. The object of the Executive Government in appointing your Commission, being merely to obtain a general estimate of the rebellion losses, the particulars of which must form the subject of more minute inquiry hereafter, under legislative authority, his Excellency cannot regard it as necessary that you should travel to the country parts of the district to obtain such particulars.

4th. His Excellency has been pleased to fix the rate of your Secretary's remuneration at 1*l.* currency per diem.

I have, &c.
(signed) *D. Daly,*
Secretary.

Commissioners of Inquiry relative to Losses,
in 1837–8.

(Immediate.)

Gentlemen, Secretary's Office, Montreal, 2 April 1846.

I HAVE the honour, by command of the Administrator of the Government, to request from you, with the least possible delay, your Report upon the subject of your inquiry; his Excellency being desirous to be enabled, by its receipt, to come to an early decision as to the course to be taken by the Executive during the present Session of Perliament, in regard to the same.

I have, &c.
(signed) *D. Daly,*
Secretary.

Commissioners of Indemnity Inquiry.

—No. 27.—

—No. 27.—

FIRST REPORT of the COMMISSIONERS appointed to inquire into the Losses occasioned by the Troubles during the years 1837 and 1838, and into the Damages arising therefrom. No. 27.

To his Excellency the Right Honourable *Charles Murray*, Earl *Cathcart*, of Cathcart, in the County of Renfrew, K.C.B., Lieutenant-General, Administrator of the Government of the Province of Canada, and Commander of the Forces in British North America.

May it please your Excellency,

THE undersigned have the honour to submit to your Excellency the Report of their proceedings under the Commission issued on the 24th day of November last, under the seal of his Excellency Lord Metcalfe, the then Governor of this province, appointing them Commissioners to inquire into the losses sustained during the troubles of 1837 and 1838, and into the damages arising therefrom.

The want of power to proceed to a strict and regular investigation of the losses in question left the Commissioners no other resource than to trust to the allegations of the claimants, as to the amount and nature of their losses. It is from these data alone, and the general inferences which could be drawn therefrom, that the Commissioners can form an approximate estimate of the sums requisite to cover the amount of damages sustained.

In order to throw more light upon this investigation, the Commissioners have drawn up, as showing the result of their labours, a* Table, exhibiting at one glance the nature and particular circumstances of each claim, making a distinction between losses sustained on property, and those of another description. One column is reserved for the latter, and in it the Commissioners have put down the sums claimed for damages arising from the loss of property destroyed or carried off; claims for interest; claims for damages sustained from interruption of business or trade, and from the quartering of troops; claims for sums extorted by threats of accusation or prosecutions on accusation of high treason; damages arising from imprisonment for political misdemeanors, without having been brought to trial; in fine, every claim not relating to the value of property destroyed or carried off has been placed under that head.

* *See* Appendix containing a List of Claimants under the Commission, amounting to 2,176 persons, claiming a total amount of 241,965*l.* As this Return is very voluminous it is omitted.

The claims for immoveable property are mostly founded on the destruction of buildings by fire, by order of the military authorities, or by the volunteers or the insurgents, according to the allegations of the claimants. There are also several claims, to the amount of 2,605*l.* 6*s.* 8*d.*, for property destroyed since the troubles, and during the years 1839, 1840, 1841 and 1843, and which is supposed to have been destroyed by the insurgents who took refuge on the frontier, and who are said to have been actuated by political animosity.

The claims on losses of moveable property are alleged, in great part, to have arisen from the pillaging of the insurgents, or of Her Majesty's troops, or the volunteers. Under this head are a great many claims resulting from the disarming of the population during the troubles which occurred in those years.

There are many particular cases which the Commissioners cannot pass over in silence. Two claims were made in consequence of sickness and infirmities contracted by the claimants while serving as volunteers, without, however, specifying any particular sum. Two other individuals claim for wounds received from one of the insurgents. A third for the loss of a leg in trying to escape from them. Another individual claims a pension of 12*l.*, or a capital of 200*l.*, for the loss of his mental faculties from bad treatment and illegal imprisonment. A case still more painful is the claim of a mother for the murder of her son, her sole support, by a soldier while escorting property belonging to Her Majesty's Government.

A great number of applications made to the first Commission of Inquiry appointed under the authority of the Ordinance of the Special Council of Lower Canada, chapter VII., in the first year of Her Majesty's reign, have been renewed before the undersigned Commissioners. Some of these have been objects of the investigation of the first Commissioners, and by them approved in whole or in part, those interested not being able to receive the amount of their respective allowances for want of disposable funds. Others, again, were returned as not falling under the above cited Ordinance, which had a less general and more

restricted character than the instructions given to the undersigned Commissioners; and finally, others could not be examined on account of the suspension of the first Commission.

These different proceedings appear under their respective headings in the Table, to which we take the liberty to refer your Excellency. The total amount claimed before the old Commission, and renewed before the undersigned Commissioners, is 70,551*l.* 3*s.* 9*d.*, of which 10,292*l.* 4*s.* 1*d.* have been allowed by the first Commission, and have not yet been paid. The amount which they have not recognized is 59,403*l.* 16*s.* 10*d.*

All the claims which the undersigned Commissioners have recognized amount to 2,176*l.*, and represent a sum total of 241,965*l.* 10*s.* 5*d.*, divided as follows:

	£.	s.	d.
Personal property - - - - - - - -	111,127	4	9
Real property - - - - - - - -	68,961	7	11
Damages not comprised in the two foregoing heads -	61,876	17	9

This latter sum includes about 9,000*l.* for interest; 2,000*l.* for quartering of troops; 30,000*l.* indemnity for imprisonment, interruption of business or trade, privation of goods destroyed or carried off, and banishment; and the remainder represents various losses, such as account-books, trade effects, and many others which it is needless to detail.

To attain the ends which your Excellency appears to have in view in your last instructions, and in particular to submit to your Excellency an approximate estimate of the sum required to indemnify those who have sustained losses, the Commissioners have thought it their duty to take into consideration—1st, certain parts of the claims which from their nature appear inadmissible, such as the claim for interest; 2dly, the claims themselves, which in many cases are evidently exorbitant; and, 3dly, the proportion of the allowances of the first Commissioners, which is 61 ¼ per centum.

Actuated by these considerations, the Commissioners are of opinion that the sum of 100,000*l.* would be nearly equivalent to the losses suffered, and sufficient to meet the amount of such claims as shall have been the object of a closer examination.

The Commissioners, in the above enumeration, have omitted to mention that different sums, to the amount of 25,903*l.* 15*s.* 7*d.*, are claimed by persons who appear to have been condemned by the court martial established under the authority of the Ordinance of the Special Council for the province of Lower Canada, passed in the second year of Her Majesty's reign, c. 3, and who are named in the sentences of the said Court, a copy whereof is submitted along with the present Report. [The copy of the sentences is preserved among the files of the Session.]

The Commissioners have reason to believe that all the claims have not been presented, although notice was given on the 23d of December last, the day on which the Commissioners commenced their labours; those, however, which may be received hereafter, will form the subject of a supplementary Report.

The whole respectfully submitted by the Commissioners.

(signed) *Jos. Dionne.*
P. H. Moore.
J. Viger.
Jno. Simpson.
J. U. Beaudry.

Montreal, 18 April 1846.

CANADA.

COPIES or EXTRACTS of DOCUMENTS and CORRESPONDENCE heretofore received, relating to COMPENSATION for REBELLION LOSSES in *Canada*.

(*Mr. Gladstone.*)

Ordered, by The House of Commons, *to be Printed*,
2 *May* 1849.

[*Price 6 d.*]

253.

Under 8 *oz.*

REBELLION LOSSES (CANADA).

RETURN to an Address of the Honourable The House of Commons, dated 5 June 1849;—*for*,

"'THE APPENDIX to the FIRST REPORT of the COMMISSIONERS appointed to inquire into the LOSSES occasioned by the TROUBLES in *Canada*, during the Years 1837 and 1838, and into the DAMAGES arising therefrom';—containing a List of the NAMES of the said CLAIMANTS, referred to in a Marginal Note of the Papers (page 43) relative to the REBELLION LOSSES in *Canada*, ordered by The House of Commons to be printed 2 May 1849, Sessional Paper, No. 253."

(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed*,
6 *June* 1849.

THE APPENDIX to the FIRST REPORT of the COMMISSIONERS appointed to inquire into the LOSSES occasioned by the TROUBLES in *Canada*, during the Years 1837 and 1838, and into the DAMAGES arising therefrom, containing a List of the NAMES of the said CLAIMANTS, referred to in a Marginal Note of the Papers (page 43), relative to the REBELLION LOSSES in *Canada*, ordered by the House of Commons to be printed 2 May 1849, Sessional Paper, No. 253.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1	Andw. M'Cracken	Montreal	- - -	- - -	- - -	- - -	–	- - -	- - -	- - -	1837–8	- - loss of sight in the service. No amount stated.
2	James Michell	Beauharnois	- - -	- - -	- - -	- - -	–	514 10 –	184 10 –	330 – –	1838	
3	Damase Masson	- ditto	1,406 15 4	- - -	- - -	1,406 15 4	–	2,170 16 4	1,670 16 4	500 – –	1838	- - No. 4.—Claims 400 *l.* for false imprisonment, and 25 *l.* for expenses there, and 500 *l.* for absence from the Province to avoid arrest, &c.
4	P. N. Pacaud	Three Rivers	- - -	- - -	- - -	- - -	–	556 10 –	- - -	556 10 –	1838	
	Ditto	- ditto	- - -	- - -	- - -	- - -	–	552 17 6	120 7 6	432 10 –	1837	
5	Edwd. Prentice	Montreal	245 10 11	- - -	- - -	245 10 11	–	220 10 11	- - -	220 10 11	1837	claim against the estate of Dr. Nelson.
6	A. E. Bardy	- ditto	- - -	- - -	- - -	- - -	–	306 8 6	306 8 6	- - -	1838	
7	A. Pattenaude	Ste. Martine	18 17 6	- - -	- - -	18 17 6	–	35 – –	20 – –	15 – –	1838	
8	Jas. Switzer	Quebec	- - -	- - -	- - -	- - -	–	- - -	- - -	- - -	1838	- - bodily sufferings from services in the volunteers. No amount stated.
9	Jacques Demers	Napierville	104 9 1	- - -	- - -	104 9 1	–	213 – –	163 – –	50 – –	1837–8	
10	Michel Loupret	- ditto	25 – –	24 – –	1 – –	- - -	–	45 10 –	45 10 –	- - -	1838	additional demands.
11	P. F. Charpentier	St. Martin	178 11 –	100 – –	78 11 –	- - -	–	100 – –	100 – –	- - -	1837–8	- - No. 11.—Claimed before former Commission, 178 *l.* 11 *s.*; was awarded 100 *l.*, but not paid; his claim therefore stands on the unpaid award.
12	M. Blanchet	St. Charles	249 14 7	- - -	- - -	249 14 7	–	206 15 10	206 15 10	- - -	1837	
13	L. G. Brown	Beauharnois	304 4 –	303 9 –	– 15 –	- - -	–	303 9 –	303 9 –	- - -	1838	
14	Edwd. Ellice	- ditto	588 1 –	533 – –	55 1 –	- - -	–	533 – –	533 – –	- - -	1838	No. 13.—Unpaid award of 303 *l.* 9 *s.*
15	B. Sénecal	St. Clement	- - -	- - -	- - -	- - -	–	8 – 3	8 – 3	- - -	1838	No. 14.— ditto 533 *l.*
16	Justin Boyer	Beauharnois	- - -	- - -	- - -	- - -	–	24 10 –	24 10 –	- - -	1838	
17	Benj. Boyer	St. Clement	- - -	- - -	- - -	- - -	–	52 18 10	52 18 10	- - -	1838	
18	Firmin Martin	- ditto	- - -	- - -	- - -	- - -	–	11 10 2	11 10 2	- - -	1838	
19	Wm. Wheeler	Beauharnois	- - -	- - -	- - -	- - -	–	100 – –	100 – –	- - -	1840	
20	Felicité Morin	Montreal	- - -	- - -	- - -	- - -	–	61 7 6	61 7 6	- - -	1838	
21	St. Eustache Church	St. Eustache	6,812 5 8	- - -	- - -	6,812 5 8	–	6,812 5 8	6,812 5 8	- - -	1837	
22	Leonard Pine	St. John's	108 16 9	- - -	- - -	108 16 9	–	108 16 9	108 16 9	- - -	1837	
23	David Nutt	Caldwell's Manor	18 2 –	- - -	- - -	18 2 –	–	26 10 –	18 2 –	8 8 –	1838	- - No. 24.—Unpaid award, 250 . for goods; the value of the buildings was left by the former Commission for future consideration. 211 *l.* 12 *s.* 6 *d.* claim on Prevost's estate.
24	John Ross	Beauharnois	797 17 10	250 – –	547 17 10	- - -	–	250 – –	250 – –	- - -	1838	
	Ditto	- ditto	- - -	- - -	- - -	- - -	–	145 – –	145 – –	- - -	1838	
	Ditto	- ditto	- - -	- - -	- - -	- - -	–	211 12 6	- - -	211 12 6	1838	
25	Paul Gagnier	St. Martin	399 18 2	- - -	- - -	399 18 2	–	399 18 2	399 18 2	- - -	1838	
26	François Dion	St. Timothée	- - -	- - -	- - -	- - -	–	161 7 6	101 7 6	60 – –	1838	- - No. 27.—Claims 300 *l.* as due from Dr. Nelson's estate; 175 *l.* for three months' imprisonment, and 25 *l.* for additional losses since the former Commission.
27	J. Dorion, M. D.	St. Ours	- - -	- - -	- - -	- - -	–	500 – –	- - -	500 – –	1837	
28	S. Z. Lanctot	Laprairie	570 4 7	- - -	- - -	570 4 7	–	1,249 16 7	570 4 7	679 12 –	1838	
29	F. Mount	St. Charles	- - -	- - -	- - -	- - -	–	247 12 7	- - -	247 12 7	- -	claims 247 *l.* 12 *s.* 7 *d.* on Dr. Nelson's estate.
30	Jean Duvert	- ditto	216 11 6	- - -	- - -	216 11 6	–	321 6 5	216 11 6	104 14 11	1837	
31	Robert Shedden	Montreal	843 – –	337 8 –	505 12 –	- - -	–	337 8 –	337 8 –	- - -	1838	
32	Theophile Robert	- ditto	- - -	- - -	- - -	- - -	C.	388 10 –	173 10 –	215 – –	1841	- - No. 32.—Claims 215 *l.* for loss of time whilst in exile.
33	Pierre Paradis	St. Valentin	- - -	- - -	- - -	- - -	–	- - -	- - -	- - -	- -	- - No. 33.—Claims for damages done in 1841, but no amount stated.
34	Cyrille Beaudriault	Sault au Recollet	551 7 2	- - -	- - -	551 7 2	–	1,028 16 –	560 – –	468 16 –	1837	
35	Jos. Daigneau	St. Philippe	- - -	- - -	- - -	- - -	–	92 4 –	44 – –	48 4 –	1837	- - No. 34.—Claims 268 *l.* 16 *s.* for interest, and 200 *l.* profit on the goods destroyed and pillaged.
36	J. B Rentor	Montreal	- - -	- - -	- - -	- - -	–	11 5 6	8 2 6	3 3 –	1838	
37	J. J. Macmanus	Sherrington	8 11 8	- - -	- - -	8 11 8	–	11 13 4	8 10 –	3 3 4	1837–8	

38	D. Pattenaude	Ste. Martine	169 13 6	- - -	- - -	169 13 6	-	230 - -	230 - -	- - -	1838					
39	B. Lemay dit Delorme	- ditto	- - -	- - -	- - -	- - -	-	53 7 10	53 7 10	- - -	1837-8					
40	J. B. Lavoie	St. Timothée	25 - -	- - -	- - -	25 - -	-	44 3 -	30 10 -	13 13 -	1838					
41	B. Jebault	St. Cyprien	- - -	- - -	- - -	- - -	-	3 4 4	3 4 4	- - -	1837-8					
42	Michel Morin	- ditto	36 11 3	- - -	- - -	36 11 3	-	37 17 2	37 17 2	- - -	1837-8					
43	Edouard Chattelle	- ditto	78 15 6	- - -	- - -	78 15 6	-	100 8 6	71 18 6	28 10 -	1837-8					
44	Ignace Prudett	- ditto	12 11 4	- - -	- - -	12 11 4	-	13 10 10	13 10 10	- - -	1837-8					
45	François Christie	- ditto	- - -	- - -	- - -	- - -	-	53 3 3	53 3 3	- - -	1837-8					
46	Ignace Catudal	- ditto	12 - -	- - -	- - -	12 - -	-	37 7 4	37 7 4	- - -	1837-8					
47	Louis Pagé	St. Denis	- - -	- - -	- - -	- - -	-	336 9 -	336 9 -	- - -	1837					
48	Pierre Purrier	St. Cyprien	28 8 4	- - -	- - -	28 8 4	-	28 8 4	28 8 4	- - -	1837-8					
49	D'Anselme Paris	- ditto	- - -	- - -	- - -	- - -	-	33 14 8	28 14 8	5 - -	1837-8					
50	Alex. Bertrand	- ditto	- - -	- - -	- - -	- - -	-	61 19 5	55 19 5	6 - -	1837-8					
51	Lewis Belanger	- ditto	- - -	- - -	- - -	- - -	-	15 15 10	13 5 10	2 10 -	1837-8					
52	Pierre Hebert	- ditto	- - -	- - -	- - -	- - -	-	23 6 -	20 16 -	2 10 -	1837-8					
53	Louis Letourneau	- ditto	- - -	- - -	- - -	- - -	-	29 14 -	29 14 -	- - -	1837-8					
54	Narcisse Gregoire	- ditto	- - -	- - -	- - -	- - -	-	8 14 6	8 14 6	- - -	1837-8					
55	Martin Boulée	- ditto	- - -	- - -	- - -	- - -	-	102 12 3	90 2 3	12 10 -	1837-8					
56	J. B. Courville	Napierville	- - -	- - -	- - -	- - -	-	4 3 7	4 3 7	- - -	1837-8					
57	Michel Roy	Ste. Martine	- - -	- - -	- - -	- - -	-	145 3 2	145 3 2	- - -	1838					
58	Jean M. Lefébre	- ditto	- - -	- - -	- - -	- - -	-	103 12 6	103 12 6	- - -	1838					
59	Fred. Singer	St. Philippe	- - -	- - -	- - -	- - -	-	103 8 8	71 8 8	32 - -	1838					
60	Louis Maheu	Ste. Martine	- - -	- - -	- - -	- - -	-	105 14 -	105 14 -	- - -	1838					
61	Chas. Champagne	St. Eustache	- - -	- - -	- - -	- - -	-	28 10 2	28 10 2	- - -	1837-8					
62	Patrick Murray	St. Bridget de Monnoir	- - -	- - -	- - -	- - -	-	75 - -	- - -	75 - -	1838					
63	Dominique Monnet	St. Remy	402 - -	- - -	- - -	402 - -	-	402 - -	402 - -	- - -	1838					
64	James Keeny	Quebec	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	-	no amount stated.				
65	Mark Eldridge	Odelltown	226 7 6	- - -	- - -	226 7 6	-	226 7 6	226 7 6	- - -	1838					
66	Jos. Boudreau	Blairfirdie	29 14 -	- - -	- - -	29 14 -	-	22 2 6	22 2 6	- - -	1838					
67	Luc Dubuc	Longueuil	154 3 8	- - -	- - -	154 3 8	-	221 10 7	221 10 7	- - -	1838					
68	Charles Miller	St. Hermas	304 13 -	- - -	- - -	304 13 -	-	304 13 -	304 13 -	- - -	1839					
69	Benj. Quarrier	Montreal	- - -	- - -	- - -	- - -	-	27 4 -	17 - -	10 4 -	1838					
70	Lucien Gagnon	St. Valentin	- - -	- - -	- - -	- - -	-	1,540 17 3	1,040 17 3	500 - -	1837					
	Ditto	- ditto	- - -	- - -	- - -	- - -	-	300 - -	200 - -	100 - -	1837					
	Ditto	- ditto	- - -	- - -	- - -	- - -	-	130 10 9	130 10 9	- - -	1837					
	Ditto	- ditto	- - -	- - -	- - -	- - -	-	250 - -	250 - -	- - -	1837					
	Ditto	- ditto	- - -	- - -	- - -	- - -	-	28 8 6	28 8 6	- - -	1837					
71	Joseph Rowe	Russeltown	- - -	- - -	- - -	- - -	-	142 - -	100 - -	42 - -	1838					
72	Augustus Dalpe	St. Remy	- - -	- - -	- - -	- - -	-	191 16 6	135 2 6	56 14 -	1838					
73	Benj. Poitras	St. Clement	53 17 -	- - -	- - -	53 17 -	-	71 19 -	71 19 -	- - -	1838					
74	F. Hebert, fils	Beauharnois	- - -	- - -	- - -	- - -	-	16 4 6	16 4 6	- - -	1838					
75	Paul Lebœuf	- ditto	- - -	- - -	- - -	- - -	-	7 17 11	7 17 11	- - -	1838					
76	Jos. Hébert	- ditto	- - -	- - -	- - -	- - -	-	9 16 9	9 16 9	- - -	1838					
77	Louis Hébert	- ditto	- - -	- - -	- - -	- - -	-	70 2 5	70 2 5	- - -	1838					
78	Paul Roy	- ditto	- - -	- - -	- - -	- - -	-	5 - -	5 - -	- - -	1838					
79	Abm. Vosburgh	Caldwell Manor	299 13 2	268 10 -	31 3 2	- - -	-	268 10 -	268 10 -	- - -	1839					
	Peter Vosburgh	- ditto	64 15 -	40 - -	24 15 -	- - -	-	40 - -	40 - -	- - -	1839					
	Ann Vosburgh	- ditto	3 18 -	2 10 -	1 8 -	- - -	-	2 10 -	2 10 -	- - -	1839					
80	Antoine Coté	St. Malachie	- - -	- - -	- - -	- - -	C.	31 10 -	31 10 -	- - -	1838					
81	André Jobin	Montreal	- - -	- - -	- - -	- - -	-	50 - -	- - -	50 - -	1837					
82	P. S. R. Lafièche	- ditto	- - -	- - -	- - -	- - -	-	121 - -	121 - -	- - -	1837					
83	Michel Giroux	St. Constant	- - -	- - -	- - -	- - -	-	62 18 4	62 18 4	- - -	1837					
84	Pierre Barriseau	St. Martin	- - -	- - -	- - -	- - -	-	112 15 -	112 15 -	- - -	1838					
85	François Groguette	St. Athanase	- - -	- - -	- - -	- - -	-	172 12 8	107 16 8	64 16 -	1838					
86	Chas. Archambault	Ste. Martine	143 - -	110 - -	33 - -	- - -	-	110 - -	110 - -	- - -	1838					
87	Alexis Durocher	Napierville	35 4 -	- - -	- - -	35 4 -	-	49 15 -	34 - -	15 15 -	1838					
88	Antoine Coallier	Montreal	- - -	- - -	- - -	- - -	C.	8 15 -	6 6 -	2 9 -	1838					
89	J. B. Hébert	Napierville	- - -	- - -	- - -	- - -	-	116 11 -	61 - -	55 11 -	1838					
90	J. B. Dubeau	St. Athanase	90 3 4	- - -	- - -	90 3 4	-	159 3 -	91 - -	68 3 -	1838					
91	François Mace	- ditto	- - -	- - -	- - -	- - -	-	213 15 6	108 12 6	105 3 -	1837-8					

(continued)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
92	Jos. Lefèbre	Ste. Martine	- - -	- - -	- - -	- - -	–	84 – –	59 10 –	24 10 –	1838	
93	Edouard Clément	Montreal	20 17 6	- - -	- - -	20 17 6	–	38 14 6	28 4 6	10 10 –	1838	
94	B. Gendon dit Joson	Beauharnois	15 15 –	- - -	- - -	15 15 –	–	6 8 9	6 8 9	- - -	1838	
95	Rose Tessier dite Lavigne	St. Clément	58 10 –	- - -	- - -	58 10 –	–	58 10 –	58 10 –	- - -	1838	
96	P. Boules and others	La Présentation	- - -	- - -	- - -	- - -	–	28 15 –	24 – –	4 15 –	1838	
97	L. J. Lesperance	- ditto	- - -	- - -	- - -	- - -	–	- - -	- - -	- - -	- -	settled by the award of former Commission.
98	J. I. Talon	- ditto	- - -	- - -	- - -	- - -	–	101 5 –	76 – –	25 5 –	1837–8	- - No 99.—920 *l.* claim on Dr. Nelson's estate, the award of 250 *l.* was paid, and the claim of 889 *l.* 18 *s.* 4 *d.* thus settled.
99	Firmin Perrin	St. Antoine	889 18 4	- - -	639 18 4	- - -	–	920 2 –	598 8 8	321 13 4	- -	
100	J. A. Smith	Three Rivers	- - -	- - -	- - -	- - -	–	28 5 –	- - -	28 5 –		
101	Jas. and Melinda Dewey	St. Remy	- - -	- - -	- - -	- - -	–	50 9 8	50 9 8	- - -	1837-8	
102	J. B. Lukin	Napierville	251 – 6	- - -	- - -	251 – 6	–	1,396 1 1	250 – –	1,146 1 1	1838	
103	David Vitty	La Tortue	87 17 9	87 17 9	- - -	- - -	–	87 17 9	87 17 9	- - -	- -	- - No. 103.—Special Report, 26th July 1839. Awarded 87 *l.* 17 *s.* 9 *d.*
104	W. H. Scott	St. Eustache	5,349 10 11	- - -	- - -	5,349 10 11	–	5,349 10 11	5,349 10 11	- - -	1837	
105	Olivier Gagnier	Lacole	51 10 8	- - -	- - -	51 10 8	–	51 10 8	51 10 8	- - -	1838	
106	Saml. C. Boyd	Sherrington	4 19 –	- - -	- - -	4 19 –	–	4 19 –	4 19 –	- - -	1838	
107	J. Newton	La Tortue	60 – –	- - -	- - -	60 – –	–	60 – –	60 – –	- - -	1838	
108	Anne Scott	St. Eustache	498 – 3	- - -	- - -	498 – 3	–	498 – 3	498 – 3	- - -	1837	
109	Antoine Boye	Blairfindie	- - -	- - -	- - -	- - -	–	70 9 4	70 9 4	- - -	1838	
110	Veuve Fr. Tessier dite Lavigne	Beauharnois	9 1 8	- - -	- - -	9 1 8	–	16 5 5	16 5 5	- - -	1838	
111	Michel Thuot dit Duval	- ditto	- - -	- - -	- - -	- - -	–	16 17 1	16 17 1	- - -	1838	
112	J. B. Gendron	- ditto	- - -	- - -	- - -	- - -	–	12 16 1	12 16 1	- - -	1838	
113	Chas. Bergevin	- ditto	- - -	- - -	- - -	- - -	–	8 15 –	8 15 –	- - -	1838	
114	Joachim Faubert	- ditto	11 5 –	- - -	- - -	11 5 –	–	11 5 –	11 5 –	- - -	1838	
115	Chas. Gendron	- ditto	- - -	- - -	- - -	- - -	–	22 10 9	22 10 9	- - -	1838	
116	Paul Leger dit Parisien	- ditto	8 8 8	- - -	- - -	8 8 8	–	14 19 –	14 19 –	- - -	1838	
117	Hyacinthe Faubert	- ditto	14 17 10	- - -	- - -	14 17 10	–	21 11 5	21 11 5	- - -	1838	
118	Gab. Laberge	Ste. Martine	- - -	- - -	- - -	- - -	–	76 3 7	76 3 7	- - -	1838	
119	Veuve Fr. Gendron	Beauharnois	- - -	- - -	- - -	- - -	–	102 7 8	102 7 8	- - -	1838	
120	Luc Mallette	- ditto	93 2 6	- - -	- - -	93 2 6	–	97 11 10	97 11 10	- - -	1838	
121	Wm. Boon	Montreal	- - -	- - -	- - -	- - -	–	49 7 7	- - -	49 7 7	- -	- - 49 *l.* 7 *s.* 6 *d.* is claim against Dr. Nelson's estate.
122	Veuve East dite Masson	- ditto	- - -	- - -	- - -	- - -	–	3,452 5 –	2,452 5 –	1,000 – –		
123	Wm. Borbridge	St. John's	- - -	- - -	- - -	- - -	–	13 18 9	13 18 9	- - -	1838	
124	Hy. Lappare	Montreal	- - -	- - -	- - -	- - -	–	109 10 –	82 – –	27 10 –	1837	
125	J. B. Guimond	Beauharnois	- - -	- - -	- - -	- - -	–	56 16 6	56 16 6	- - -	1838	
126	Benj. Robillard	St. Eustache	- - -	- - -	- - -	- - -	–	100 – –	100 – –	- - -	1837	
127	Pierre Marié	- ditto	- - -	- - -	- - -	- - -	–	14 15 3	14 15 3	- - -	1837	
128	Etienne Henaut	St. Timothée	- - -	- - -	- - -	- - -	–	588 17 1	585 17 1	3 – –	1838	
129	Nicolas Boyer	Beauharnois	- - -	- - -	- - -	- - -	–	71 15 5	71 15 5	- - -	1838	
130	Pierre Peltier	- ditto	- - -	- - -	- - -	- - -	–	113 15 7	113 15 7	- - -	1838	
131	Ignace Morin	- ditto	- - -	- - -	- - -	- - -	–	58 17 3	58 17 3	- - -	1838	
132	Paul Jondu	- ditto	- - -	- - -	- - -	- - -	–	28 7 11	28 7 11	- - -	1838	
133	Augustin Leduc	- ditto	- - -	- - -	- - -	- - -	–	9 3 4	9 3 4	- - -	1838	
134	Etienne Montpetit	- ditto	- - -	- - -	- - -	- - -	–	57 2 3	55 2 3	2 – –	1838	
135	Hyacinthe Brossois	- ditto	- - -	- - -	- - -	- - -	–	3 18 4	3 18 4	- - -	1838	
136	Veuve Bazile Roy	- ditto	105 – –	- - -	- - -	105 – –	–	102 – –	102 – –	- - -	1838	
137	Pierre Gendron	- ditto	- - -	- - -	- - -	- - -	–	11 18 9	11 18 9	- - -	1838	
138	Antoine Lefèbre, et ux.	- ditto	- - -	- - -	- - -	- - -	–	354 7 7	354 7 7	- - -	1838	
139	Antoine Leduc	- ditto	- - -	- - -	- - -	- - -	–	39 2 8	39 2 8	- - -	1838	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
200	Aug. Cahire	St. Clément	- - -	- - -	- - -	- - -	-	15 18 4	15 18 4	- - -	1838	
201	Chas. Laberge	ditto	- - -	- - -	- - -	- - -	-	34 7 1	34 7 1	- - -	1838	
202	Jacques Goyette	ditto	- - -	- - -	- - -	- - -	C.	506 17 9	506 17 9	- - -	1838	
203	Benonie Montpetit	ditto	- - -	- - -	- - -	- - -	-	1 13 6	1 13 6	- - -	1838	
204	Ignace Laberge	ditto	- - -	- - -	- - -	- - -	-	55 17 6	55 17 6	- - -	1838	
205	J. B. & Jos. Hainault	ditto	- - -	- - -	- - -	- - -	-	20 - -	16 5 -	3 15 -	1838	
206	Pierre Pitre	ditto	- - -	- - -	- - -	- - -	-	28 5 3	23 5 3	5 - -	1838	
207	Alexis Crete	ditto	- - -	- - -	- - -	- - -	-	8 12 6	8 12 6	- - -	1838	
208	Pierre Leduc	ditto	- - -	- - -	- - -	- - -	-	17 7 6	17 7 6	- - -	1838	
209	Louis Trudelle	ditto	- - -	- - -	- - -	- - -	-	9 - -	6 5 -	2 15 -	1838	
210	Pierre Montpetit	ditto	26 17 9	- - -	- - -	26 17 9	-	28 8 4	28 8 4	- - -	1838	
211	Louis Tessier	Ste. Martine	- - -	- - -	- - -	- - -	-	15 11 8	15 11 8	- - -	1838	
212	Isidore Tremblay	St. Clément	- - -	- - -	- - -	- - -	-	101 5 2	87 10 2	13 15 -	1838	
213	F. Néré Vachon	Ste. Martine	144 9 9	- - -	- - -	144 9 9	-	159 17 -	159 17 -	- - -	1838	
214	Jos. Roy, père	St. Clément	- - -	- - -	- - -	- - -	-	37 14 2	37 14 2	- - -	1838	
215	Frs. Tessier	ditto	- - -	- - -	- - -	- - -	-	40 14 6	40 14 6	- - -	1838	
216	Jos. Leduc	Beauharnois	- - -	- - -	- - -	- - -	-	13 12 4	13 12 4	- - -	1838	
217	Noël Emond	ditto	- - -	- - -	- - -	- - -	-	11 5 -	11 5 -	- - -	1838	
218	Louis Goyette	St. Clément	- - -	- - -	- - -	- - -	-	44 17 1	24 17 1	20 - -	1838	£ - - 20 *l.* extortion by a magistrate, under threat of imprisonment.
219	Olivier Jondu	ditto	11 8 9	- - -	- - -	11 8 9	-	14 19 3	14 19 3	- - -	1838	
220	Joachim Lefèbre	ditto	- - -	- - -	- - -	- - -	-	11 4 2	11 4 2	- - -	1838	
221	Frs. Luduc dit Quilon	ditto	- - -	- - -	- - -	- - -	-	8 10 -	8 10 -	- - -	1838	
222	Gme. Lalonde	St. Timothée	- - -	- - -	- - -	- - -	-	3 3 9	3 3 9	- - -	1838	
223	Jos. Diagneau, père	St. Clément	- - -	- - -	- - -	- - -	-	106 16 11	105 16 11	1 - -	1838	
224	Jos. Roy, fils	ditto	- - -	- - -	- - -	- - -	-	14 13 9	14 13 9	- - -	1838	
225	Etienne Buffiange	Chateauguay	- - -	- - -	- - -	- - -	-	9 15 10	9 15 10	- - -	1838	
226	Pascal Boyer	St. Clément	- - -	- - -	- - -	- - -	-	4 15 2	4 15 2	- - -	1838	
227	Bazile Mathieu	ditto	26 7 6	- - -	- - -	26 7 6	-	40 9 2	40 9 2	- - -	1838	
228	Jos. Touchette	ditto	- - -	- - -	- - -	- - -	-	16 - -	16 - -	- - -	1838	
229	J. B. P. Lafleur	ditto	- - -	- - -	- - -	- - -	-	23 16 -	23 16 -	- - -	1838	
230	Frs. Dandurant	ditto	21 5 -	- - -	- - -	21 5 -	-	31 5 -	31 5 -	- - -	1838	
231	Hy. Payfer	ditto	56 6 1	- - -	- - -	56 6 1	-	54 11 9	54 11 9	- - -	1838	
232	Chas. Farrell	St. Malachie	- - -	- - -	- - -	- - -	-	91 13 2	91 13 2	- - -	1838	
233	Chas. Tessier	ditto	- - -	- - -	- - -	- - -	-	172 12 7	172 12 7	- - -	1838	
234	Louis Secours	ditto	- - -	- - -	- - -	- - -	-	11 - 3	11 - 3	- - -	1838	
235	André Papineau	ditto	- - -	- - -	- - -	- - -	C.	30 7 6	30 7 6	- - -	1838	
236	Léandre Vachon	ditto	- - -	- - -	- - -	- - -	-	26 6 3	26 6 3	- - -	1838	
237	Louis Roy, père	ditto	- - -	- - -	- - -	- - -	-	32 19 10	32 19 10	- - -	1838	
238	Chas. Faubert	ditto	- - -	- - -	- - -	- - -	-	14 3 -	14 3 -	- - -	1838	
239	Ignace Tessier	ditto	- - -	- - -	- - -	- - -	-	111 3 10	111 3 10	- - -	1838	
240	Hyacinthe Montpetit	ditto	28 8 4	- - -	- - -	28 8 4	-	25 6 8	25 6 8	- - -	1838	
241	Louis Roy, fils	ditto	- - -	- - -	- - -	- - -	-	9 10 6	9 10 6	- - -	1838	
242	Jacques Parré	Beauharnois	13 - -	- - -	- - -	13 - -	-	18 - 7	18 - 7	- - -	1838	
243	F. Bourbonnois	ditto	- - -	- - -	- - -	- - -	-	27 13 6	27 13 6	- - -	1838	
244	Michel Leduc, fils	St. Clément	- - -	- - -	- - -	- - -	-	20 - 6	20 - 6	- - -	1838	
245	Veuve Louis Lemay	ditto	- - -	- - -	- - -	- - -	-	6 15 -	6 5 -	- 10 -	1838	
246	Pierre Pilon	St. Timothée	- - -	- - -	- - -	- - -	-	40 16 8	40 16 8	- - -	1838	
247	Jos. Hainault	Beauharnois	- - -	- - -	- - -	- - -	-	64 8 3	64 8 3	- - -	1838	
248	Benonie Lefèbre	ditto	- - -	- - -	- - -	- - -	-	38 6 6	38 6 6	- - -	1838	

249	Joseph Vachon, fils	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1838		
250	Dennis Couillard	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	10	2	1	10	2	1	1838		
251	Pierre Leduc, fils	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	51	5	9	51	5	9	1838		
252	Chas. D'Aoust	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	29	17	10	29	17	10	1838		
253	Michel Brossois	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	18	10	-	18	10	-	1838		
254	Antoine Leduc, père	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	10	10	-	1838		
255	Gme. Laberge	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	14	10	5	14	10	5	1838		
256	Antoine Marchand	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	14	2	6	14	2	6	1838		
257	Chas. Baulue	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	2	5	-	2	5	-	1838		
258	Laurent Fortier	-	-	St. Timothée	-	14	-	-	-	-	-	-	-	14	-	-	25	11	-	14	15	-	1838		
259	Augustin Miron	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	9	5	-	9	5	-	1838		
260	Joachim Brossois	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	6	7	6	3	17	6	1838		
261	Ante. Daigneau, père	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	17	17	11	17	17	11	1838		
262	Edouard Tremblay	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	C.	40	10	-	4	5	-	1838		
263	Philippe Tremblay	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	C.	60	8	-	34	3	-	1838		
264	Michel Longtin, père	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	C.	52	10	-	52	10	-	1838		
265	Jos. Daigneau, fils	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	13	11	4	13	11	4	1838		
266	Michel Leduc, père	-	-	Beauharnois	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	50	-	-	1838		
267	Louis Longtin	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	23	15	-	3	5	-	1838	20 10 -	- - No. 267.—20 *l.* 10 *s.* Extortion by a magistrate, under threat of imprisonment.
268	Ignace Bertrand	-	-	Blairfindie	-	82	5	-	-	-	-	-	-	82	5	-	82	5	-	82	5	-	1838		
269	Séraphin Bertrand	-	-	- ditto	-	60	3	-	-	-	-	-	-	60	3	-	62	13	-	57	18	-	1838	4 15 -	
270	J. B. Levallier	-	-	Napierville	-	-	-	-	-	-	-	-	-	-	-	-	32	10	10	32	10	19	1838		
271	François Gamache	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	29	13	6	29	13	6	1838		
272	Louis Thetré	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	4	12	11	4	12	11	1838		
273	Eulier Archant	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	6	11	6	6	11	6	1838		
274	Basile Robert	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	31	1	-	28	11	-	1838	2 10 -	
275	J. B. Hall	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	20	17	9	20	17	9	1838		
276	Théophile Pelot	-	-	Lacolle	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	10	-	-	1838		- - No. 277.—The sum of 327 *l.* 12 *s.* 6 *d.* was taken from the treasury of the church at St. Cyprien forcibly, by Dr. Cote, against the will and remonstrance of the churchwardens.
277	Church St. Cyprien	-	-	Napierville	-	-	-	-	-	-	-	-	-	-	-	-	327	12	6	327	12	6	1838		
278	Etienne Patenaude	-	-	- ditto	-	2	5	11	-	-	-	-	-	2	5	11	3	6	4	3	6	4	1838		
279	Louis Bedard	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	15	5	-	13	15	-	1838	1 10 -	
280	Laurent Dupuis	-	-	- ditto	-	46	3	2	-	-	-	-	-	46	3	2	45	18	2	45	18	2	1838		
281	François Dupont	-	-	L'Acadie	-	623	4	4	-	-	-	-	-	623	4	4	460	17	6	460	17	6	1838		
282	Ed. Cyre	-	-	Napierville	-	-	-	-	-	-	-	-	-	-	-	-	86	12	9	82	17	9	1838	3 15 -	
283	H. Fradette	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	3	17	-	3	17	-	1838		
284	Jos. Labonté	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	11	1	6	11	1	6	1838		
285	Louisa Roi	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	5	14	10	5	14	10	1838		
286	Marie Roi	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	14	2	6	14	2	6	1838		
287	Ignace Fradette, père	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	12	15	10	12	15	10	1838		
288	Chas. Letourneau	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	27	6	9	2	6	9	1838	25 - -	
289	Louis Ball	-	-	- ditto	-	132	-	-	-	-	-	-	-	132	-	-	132	11	-	132	11	-	1838		
290	J. B. Beaudrault	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	6	-	-	1838		
291	E. Chouinard	-	-	- ditto	-	13	17	2	-	-	-	-	-	13	17	2	20	12	5	20	12	5	1838		
292	Jos. Trudeau	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	498	19	6	386	9	6	1838	112 10 -	
293	Louis Fréchette	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	11	11	6	11	11	6	1838		
294	J. B. St. Thomas	-	-	St. Valentin	-	-	-	-	-	-	-	-	-	-	-	-	4	15	-	4	15	-	1838		
295	Pierre Patenaude	-	-	Hemmingford	-	-	-	-	-	-	-	-	-	-	-	-	17	7	6	17	7	6	1838		
296	François Notet	-	-	Napierville	-	-	-	-	-	-	-	-	-	-	-	-	4	15	-	4	15	-	1838		
297	Jos. Remillard	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	14	15	-	14	15	-	1838		
298	Frs. Patenaude	-	-	L'Acadie	-	71	4	9	-	-	-	-	-	71	4	9	51	10	10	51	10	10	1838		
299	Chas. Marrion	-	-	Napierville	-	-	-	-	-	-	-	-	-	-	-	-	5	11	6	5	11	6	1838		
300	Isaiah Barnaby	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	20	-	-	20	-	-	1838		
301	Alexis Benoit	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	44	13	1	44	13	1	1838		
302	J. B. Sorette	-	-	St. Jean Baptiste	-	-	-	-	-	-	-	-	-	-	-	-	19	10	-	-	-	-	1837	19 10 -	
303	Chas. Boin	-	-	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	9	16	-	7	-	-	1837	2 16 -	
304	J. B. Ressier	-	-	Beauharnois	-	-	-	-	-	-	-	-	-	-	-	-	26	5	10	26	5	10	1838		
305	Olivier Bonin	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	24	19	-	23	14	-	1838	1 5 -	
306	Ant. Tessier	-	-	Beauharnois	-	-	-	-	-	-	-	-	-	-	-	-	31	16	3	31	16	3	1838		
307	Jos. Tassé	-	-	La Petite Nation	-	-	-	-	-	-	-	-	-	-	-	-	167	12	-	113	12	-	1837-8	54 - -	
308	Joseph Dumouchel	-	-	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	C.	1,878	13	9	1,353	13	9	1838	525 - -	525 *l.*; seven years' imprisonment and exile. (*continued*)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.				REMARKS.
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
309	Jos. Rousseau	Baie du Fèbvre	- - -	- - -	- - -	- - -	-	23 10 -	23 10 -	- - -	1838	
308*b*	Robt. Beattie	Beauharnois	21 17 6	- - -	- - -	21 17 6	-	21 6 -	15 - -	6 6 -	1838	
310	Frs. Mazarette	Baie du Fèbvre	- - -	- - -	- - -	- - -	-	20 15 -	20 15 -	- - -	1838	
311	Alari Martin	ditto	- - -	- - -	- - -	- - -	-	10 15 -	- - -	10 15 -	1838	
312	J. F. Coté	St. Isidore	- - -	- - -	- - -	- - -	-	56 5 -	56 5 -	- - -	1838	
313	C. M. LeBrun	Ste. Martine	- - -	- - -	- - -	- - -	-	13 7 6	13 7 6	- - -	1838	
314	Chs. Bourgie	ditto	- - -	- - -	- - -	- - -	-	8 16 -	8 16 -	- - -	1838	
315	Touss. Taillefer	ditto	- - -	- - -	- - -	- - -	-	280 11 6	272 11 6	8 - -	1838	- - No. 316.—25 *l.* Extortion by the volunteers, under threat of burning his distillery.
316	Antoine A. Trottier	ditto	- - -	- - -	- - -	- - -	-	252 9 -	227 9 -	25 - -	1838	
317	Antoine Chevalier	ditto	- - -	- - -	- - -	- - -	-	87 10 -	87 10 -	- - -	1838	
318	Narcisse Bulteau	ditto	- - -	- - -	- - -	- - -	-	15 19 7	15 19 7	- - -	1838	
319	Olivier Lefèbre	ditto	- - -	- - -	- - -	- - -	-	7 10 -	7 10 -	- - -	1838	
320	André Marcile	ditto	- - -	- - -	- - -	- - -	-	18 12 11	18 12 11	- - -	1838	
321	Louis Lemieux	ditto	- - -	- - -	- - -	- - -	-	26 12 1	26 12 1	- - -	1838	
322	Veuve Jacques Dorais	ditto	- - -	- - -	- - -	- - -	-	14 13 4	14 13 4	- - -	1838	
323	O. J. Lefèbre	ditto	- - -	- - -	- - -	- - -	-	21 5 -	21 5 -	- - -	1838	
324	Pierre Poissant	ditto	- - -	- - -	- - -	- - -	-	10 12 6	10 12 6	- - -	1838	
325	Michel Tremblay	ditto	- - -	- - -	- - -	- - -	-	10 15 -	10 15 -	- - -	1838	
326	Etienne Desgrozilliers	ditto	- - -	- - -	- - -	- - -	-	14 7 6	14 7 6	- - -	1838	
327	Michel Desgrozilliers	ditto	- - -	- - -	- - -	- - -	-	30 18 -	30 18 -	- - -	1838	
328	Pierre Rose	ditto	- - -	- - -	- - -	- - -	-	10 - -	10 - -	- - -	1838	
329	Noël Lanctot	ditto	- - -	- - -	- - -	- - -	-	10 - -	- 12 6	9 7 6	1838	
330	Paul Pitre	ditto	- - -	- - -	- - -	- - -	-	39 13 3	39 13 3	- - -	1838	
331	Chs. Legault	ditto	60 - -	- - -	- - -	60 - -	-	63 - -	63 - -	- - -	1838	
332	Gabl. Gougeon	ditto	- - -	- - -	- - -	- - -	-	19 11 3	18 6 3	1 5 -	1838	
333	Réne Cuillerier	ditto	- - -	- - -	- - -	- - -	-	185 12 11	185 12 11	- - -	1838	
334	Jos. Betourné	ditto	- - -	- - -	- - -	- - -	-	72 15 -	72 15 -	- - -	1838	
335	J. L. Barette	ditto	- - -	- - -	- - -	- - -	-	550 13 9	550 13 9	- - -	1838	
336	Antoine Roy	St. Clément	- - -	- - -	- - -	- - -	-	560 12 10	510 12 10	50 - -	1838	
337	Frs. Desgrozilliers	Ste. Martine	- - -	- - -	- - -	- - -	-	103 19 7	103 19 7	- - -	1838	
338	Augustin Boucher	ditto	- - -	- - -	- - -	- - -	-	24 5 -	24 5 -	- - -	1838	
339	Chs. Crete	ditto	- - -	- - -	- - -	- - -	-	12 - -	12 - -	- - -	1838	
340	Gabriel Laberge	ditto	- - -	- - -	- - -	- - -	-	6 10 -	6 10 -	- - -	1838	
341	Jacques Charron	ditto	- - -	- - -	- - -	- - -	-	62 19 11	61 4 11	1 15 -	1838	
342	Gabl. Lazure	ditto	- - -	- - -	- - -	- - -	-	23 5 -	23 5 -	- - -	1838	
343	Pierre Maheu	ditto	- - -	- - -	- - -	- - -	-	8 15 -	8 15 -	- - -	1838	
344	Antoine Lazure	ditto	- - -	- - -	- - -	- - -	-	20 15 -	12 5 -	8 10 -	1838	
345	Jos. Lacaire	ditto	- - -	- - -	- - -	- - -	-	18 9 4	18 9 4	- - -	1838	
346	Pierre Cliche	ditto	- - -	- - -	- - -	- - -	-	18 7 6	13 5 -	5 2 6	1838	
347	Théophile Marlou	ditto	- - -	- - -	- - -	- - -	-	52 7 6	50 7 6	2 - -	1838	
348	Amb. Buissou	ditto	- - -	- - -	- - -	- - -	-	29 13 5	29 13 5	- - -	1838	
349	Louis Touchette	ditto	- - -	- - -	- - -	- - -	-	41 14 4	41 14 4	- - -	1838	
350	J. B. Vallée	ditto	- - -	- - -	- - -	- - -	-	82 - -	54 10 -	27 10 -	1838	
351	Etienne Trudeau	ditto	- - -	- - -	- - -	- - -	-	18 15 -	9 - -	9 15 -	1838	
352	Pierre Faubert	ditto	- - -	- - -	- - -	- - -	-	9 19 3	6 9 3	3 10 -	1838	
353	F. X. Touchette	ditto	- - -	- - -	- - -	- - -	C.	325 11 9	308 18 3	16 13 6	1838	
354	Louis Bergevin	ditto	- - -	- - -	- - -	- - -	-	19 - -	19 - -	- - -	1838	
355	Pierre Pregean	ditto	- - -	- - -	- - -	- - -	-	8 15 -	8 15 -	- - -	1838	
356	Narcisse Trudeau	ditto	- - -	- - -	- - -	- - -	-	27 6 1	27 6 1	- - -	1838	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
417	Pierre Lefèbre	Ste. Martine	- - -	- - -	- - -	- - -	-	24 8 5	24 8 5	- - -	1838	
418	Amable Moquin	ditto	- - -	- - -	- - -	- - -	-	9 7 11	2 11 11	6 16 -	1838	
419	Augustin Myre	ditto	- - -	- - -	- - -	- - -	-	9 12 9	9 12 9	- - -	1838	
420	Joseph Gougeon	ditto	- - -	- - -	- - -	- - -	-	32 7 6	32 7 6	- - -	1838	
421	Louis Duquette	ditto	- - -	- - -	- - -	- - -	-	42 - -	42 - -	- - -	1838	
422	François Riendault	ditto	- - -	- - -	- - -	- - -	-	15 1 3	15 1 3	- - -	1838	
423	Louis Dagenais	ditto	- - -	- - -	- - -	- - -	-	13 2 6	13 2 6	- - -	1838	
424	Louis Turcot	ditto	- - -	- - -	- - -	- - -	-	83 - -	83 - -	- - -	1838	
425	Michel Rochon	ditto	- - -	- - -	- - -	- - -	-	5 10 -	5 - -	- 10 -	1838	
426	Prudent Venette	St Clément	- - -	- - -	- - -	- - -	-	34 15 6	31 17 6	2 18 -	1838	
427	Appoline Desforges	Ste. Martine	17 12 1	- - -	- - -	17 12 1	-	35 2 8	35 2 8	- - -	1838	
428	J. B. Blondin	ditto	- - -	- - -	- - -	- - -	-	11 19 8	11 19 8	- - -	1838	
429	Antoine Cadieux	ditto	- - -	- - -	- - -	- - -	-	6 6 -	6 - -	- 6 -	1838	
430	Joachim Laberge	ditto	- - -	- - -	- - -	- - -	-	12 1 3	12 1 3	- - -	1838	
431	Paul Bergevin	ditto	- - -	- - -	- - -	- - -	-	2 2 6	2 2 6	- - -	1838	
432	Pierre Colin	ditto	- - -	- - -	- - -	- - -	-	9 2 6	9 2 6	- - -	1838	
433	Nicholas LeBlanc	ditto	- - -	- - -	- - -	- - -	-	13 16 3	13 13 9	- 2 6	1838	
434	François Vallée	ditto	- - -	- - -	- - -	- - -	-	659 11 3	659 11 3	- - -	1838	
435	Charles Hébert	ditto	- - -	- - -	- - -	- - -	-	88 7 2	88 7 2	- - -	1838	
436	Eustache Bergevin	ditto	- - -	- - -	- - -	- - -	-	36 5 8	31 15 8	4 10 -	1838	
437	J. B. Mallette	ditto	- - -	- - -	- - -	- - -	-	6 14 1	6 14 1	- - -	1838	
438	Charles Bourdon	ditto	- - -	- - -	- - -	- - -	-	20 14 8	20 14 8	- - -	1838	
439	Pierre Hébert	ditto	- - -	- - -	- - -	- - -	-	60 18 11	44 18 11	16 - -	1838	No. 439.—£. 13. Extortion by 3 persons named, under threat of imprisonment.
440	Joseph Poissant	ditto	- - -	- - -	- - -	- - -	-	7 10 10	7 10 10	- - -	1838	
441	Isaac Patenaude	ditto	- - -	- - -	- - -	- - -	-	14 7 6	12 10 -	1 17 6	1838	
442	Joseph Arcouette	ditto	- - -	- - -	- - -	- - -	-	3 2 6	3 2 6	- - -	1838	
443	Charles Sauvageau	ditto	- - -	- - -	- - -	- - -	-	12 18 6	12 18 6	- - -	1838	
444	Léon Dorais	ditto	- - -	- - -	- - -	- - -	-	14 17 6	10 12 6	4 5 -	1838	
445	Antoine Lazure	ditto	- - -	- - -	- - -	- - -	-	7 13 9	7 13 9	- - -	1838	
446	Joseph Dulude	ditto	- - -	- - -	- - -	- - -	-	22 18 -	22 5 -	- 13 -	1838	
447	Joseph Desgrozeilliers	ditto	- - -	- - -	- - -	- - -	-	4 - 6	4 - 6	- - -	1838	
448	J. B. Tabran	ditto	- - -	- - -	- - -	- - -	-	15 18 6	15 18 6	- - -	1838	
449	J. B. Emard	ditto	- - -	- - -	- - -	- - -	-	10 5 -	10 5 -	- - -	1838	
450	J. B. Vizina	ditto	- - -	- - -	- - -	- - -	-	15 12 -	15 12 -	- - -	1838	
451	Jacques Charboneau	ditto	- - -	- - -	- - -	- - -	-	15 11 5	15 11 5	- - -	1838	
452	Etienne Faubert	ditto	- - -	- - -	- - -	- - -	-	10 - -	10 - -	- - -	1838	
453	Sebastien Lefèbre	ditto	- - -	- - -	- - -	- - -	-	10 5 -	9 5 -	1 - -	1838	
454	Paul Gagnier	ditto	- - -	- - -	- - -	- - -	-	14 2 10	14 2 10	- - -	1838	
455	Paul Parent	ditto	- - -	- - -	- - -	- - -	-	48 3 1	48 3 1	- - -	1838	
456	Bazile Vitre	ditto	- - -	- - -	- - -	- - -	-	4 11 10	4 11 10	- - -	1838	
457	J. B. Doutre	ditto	- - -	- - -	- - -	- - -	-	10 4 6	10 4 6	- - -	1838	
458	Alexis Marcile	ditto	- - -	- - -	- - -	- - -	-	9 - -	9 - -	- - -	1838	
458½	Pierre Gadbois	ditto	- - -	- - -	- - -	- - -	-	28 - -	20 10 -	7 10 -	1838	
459	Louis Moraud	ditto	- - -	- - -	- - -	- - -	-	41 14 11	41 14 11	- - -	1838	
460	Vital Payant	ditto	- - -	- - -	- - -	- - -	-	17 10 6	17 10 6	- - -	1838	
461	J. B. Bousin	ditto	- - -	- - -	- - -	- - -	-	26 - -	1 - -	25 - -	1838	
462	Etienne Lemaire	ditto	15 3 9	- - -	- - -	15 3 9	-	19 10 -	19 10 -	- - -	1838	
463	Pierre Demers	ditto	- - -	- - -	- - -	- - -	-	9 18 4	9 18 4	- - -	1838	
464	Chs. Bergevin, fils	ditto	- - -	- - -	- - -	- - -	C.	892 3 6	892 3 6	- - -	1838	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
526	Pierre Ratte	Henryville	- - -	- - -	- - -	- - -	-	3 2 6	3 2 6	- - -	1837	
526	Pierre Roy	- ditto	- - -	- - -	- - -	- - -	-	5 13 6	5 6 -	- 7 6	1838	
527	Charles Fortier	- ditto	- - -	- - -	- - -	- - -	-	14 3 9	14 3 9	- - -	1838	
528	Séraphim Vincent	Longueuil	- - -	- - -	- - -	- - -	-	37 10 -	37 10 -	- - -	1838	
529	Amable Coté	- ditto	- - -	- - -	- - -	- - -	-	13 18 10	13 18 10	- - -	1838	
530	Victoire Coté	Henryville	4 6 1	- - -	- - -	4 6 1	-	4 2 10	4 2 10	- - -	1838	
531	Veuve Alexis Gagnier	- ditto	77 4 -	- - -	- - -	77 4 -	-	106 12 -	106 12 -	- - -	1838	
532	Victoire Cyre	- ditto	- - -	- - -	- - -	- - -	-	4 1 -	4 1 -	- - -	1838	
533	Louis Fortin	- ditto	- - -	- - -	- - -	- - -	-	11 10 7	11 10 7	- - -	1838	
534	Damase Bouchard	- ditto	- - -	- - -	- - -	- - -	-	9 - 1	9 - 1	- - -	1838	
535	Mathéas Bessette	St. Athanase	7 14 10	- - -	- - -	7 14 10	-	7 14 10	7 14 10	- - -	1838	
536	Jacques Samozet	- ditto	17 15 -	- - -	- - -	17 15 -	-	17 15 -	17 15 -	- - -	1837	
537	Hypolite Campbell	- ditto	23 15 -	- - -	- - -	23 15 -	-	23 15 -	23 15 -	- - -	1838	
538	Vital Simoneau	- ditto	51 2 8	- - -	- - -	51 2 8	-	51 2 8	51 2 8	- - -	1838	
539	Edwd. Vincelette	- ditto	164 8 -	- - -	- - -	164 8 -	-	164 8 -	164 8 -	- - -	1837–8	
540	Jos. Quaï dit Dragon	St. Denis	461 18 7	- - -	- - -	461 18 7	-	461 18 7	461 18 7	- - -	1837–8	
541	F. M. Lemire	St. Charles	89 19 9	- - -	- - -	89 19 9	-	89 19 9	89 19 9	- - -	1837	
542	Wm. Phillips	Quebec	1,441 3 7	- - -	- - -	1,441 3 7	-	2,175 10 9	- - -	2,175 10 9	- -	- No. 542.— Claim against the estate of Dr. Nelson. Interest, 734 *l.* 7 *s.* 2 *d.*
543	John M'Connochie	Chateauguay	- - -	- - -	- - -	- - -	-	40 2 10	40 2 10	- - -	1838	
544	Ignace Tessier	St. Timothée	- - -	- - -	- - -	- - -	-	13 12 10	13 12 10	- - -	1838	
545	Ant. Mathieu	- ditto	- - -	- - -	- - -	- - -	-	34 5 -	34 5 -	- - -	1838	
546	Pierre Parré	- ditto	- - -	- - -	- - -	- - -	-	4 2 6	4 2 6	- - -	1838	
547	Jos. Boyer	St. Hyacinthe	- - -	- - -	- - -	- - -	-	19 10 -	19 10 -	- - -	1838	
548	Edwd. Mailloux	St. Timothée	- - -	- - -	- - -	- - -	-	4 3 9	2 1 3	2 2 6	1838	
549	Marie Lasure	- ditto	- - -	- - -	- - -	- - -	-	34 11 2	34 11 2	- - -	1838	
550	J. B. Darpentigny	- ditto	- - -	- - -	- - -	- - -	-	2 15 -	2 15 -	- - -	1838	
551	L. M. Wattier	- ditto	- - -	- - -	- - -	- - -	-	28 11 6	- - -	28 11 6	1838	Expenses of imprisonment.
552	David Gagnon	- ditto	- - -	- - -	- - -	- - -	C.	32 15 -	- - -	- - -	1838	
553	Louis Julien	- ditto	- - -	- - -	- - -	- - -	C.	3 - -	3 - -	- - -	1838	
554	Jos. Wattier	- ditto	- - -	- - -	- - -	- - -	C.	2,128 5 2	1,494 9 11	633 15 3	1838	633 *l.* 15 *s.* 3 *d.* interest.
555	Thos. Leduc	- ditto	- - -	- - -	- - -	- - -	-	3 1 3	3 1 3	- - -	1838	
556	Jos. Dauné dit Laviolette	Lacolle	- - -	- - -	- - -	- - -	-	10 19 3	7 16 3	3 3 -	1838	
557	Le Cronkurete & Co.	- ditto	- - -	- - -	- - -	- - -	-	607 7 6	527 17 6	79 10 -	1843	
558	David Roy	Blairfindie	30 13 9	- - -	- - -	30 13 9	-	138 5 -	125 15 -	12 10 -	1837–8	
559	Louis Gédeon	Ste. Martine	- - -	- - -	- - -	- - -	-	148 7 6	148 7 6	- - -	1838	
560	Pierre Laberge	- ditto	54 7 5	- - -	- - -	54 7 5	-	54 7 5	54 7 5	- - -	1838	
561	Jos. Gauthier	St. Edward	- - -	- - -	- - -	- - -	-	932 1 11	898 11 11	33 10 -	1838	
562	Medard Bruneau	St. Constant	25 13 3	- - -	- - -	25 13 3	-	25 13 3	25 13 3	- - -	1838	
563	Paul Gagnier	Ste. Martine	- - -	- - -	- - -	- - -	-	39 2 -	39 2 -	- - -	1838	- No. 564.—Claims 345 *l.* for loss of time while in exile, and 34 *l.* passage from Sydney to Canada.
564	Etienne Langlois	Blairfindie	- - -	- - -	- - -	- - -	C.	420 - -	45 - -	375 - -	1838	
565	Louis Pinsonneau	St. Remi	- - -	- - -	- - -	- - -	C.	2,275 10 9	1,419 10 9	856 - -	1838	
566	Charles De Witt	Chateauguay	- - -	- - -	- - -	- - -	-	611 - -	- - -	611 - -	1838	- No. 565.—855 *l.* 15 *s.* Imprisonment and exile.
567	Wm. Thompson	Williamstown	19 10 7	- - -	- - -	19 10 7	-	19 10 7	19 10 7	- - -	1838	
568	L. M. Seers	Ste. Rose	66 6 4	- - -	- - -	66 6 4	-	81 5 11	81 5 11	- - -	1837	- No. 566.—611 *l.* Imprisonment, and use of his steam-boat by the Insurgents against his will.
569	Julien Fredel	Sherrington	- - -	- - -	- - -	- - -	-	45 19 3	45 19 3	- - -	1838	
570	Isaac Hudon	St. Athanase	52 10 3	- - -	- - -	52 10 3	-	52 10 3	52 10 3	- - -	1838	
571	David Fredel	Sherrington	- - -	- - -	- - -	- - -	-	48 1 6	48 1 6	- - -	1838	
572	Jacques Bizaillon	St. Edward	- - -	- - -	- - -	- - -	-	24 5 5	10 6 8	13 18 9	1837–8	13 *l.* 18 *s.* 9 *d.* Expenses of imprisonment.
573	Michel Bell	- ditto	- - -	- - -	- - -	- - -	-	21 15 5	21 15 5	- - -	1838	

574	Belonie Verdon	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	C.	337 17 9	322 17 9	15 - -	1838	
575	Toussaint Beaudin	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	44 7 6	30 8 9	13 18 9	1838	13 *l.* 18 *s.* 9 *d.* - - ditto.
576	Thos. Lefèbre	-	-	-	St. Joachim	-	-	-	-	-	-	-	-	-	-	-	-	-	90 10 -	90 10 -	- - -	1838	
577	Norbert Bell	-	-	-	St. Edward	-	-	-	-	-	-	-	-	-	-	-	-	-	96 8 3	91 8 3	5 - -	1838	
577 b	Jos. Lefèbre	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	6 5 -	6 5 -	- - -	1838	
578	Jos. Collier	-	-	-	Napierville	-	-	-	-	-	-	-	-	-	-	-	-	-	143 10 -	100 5 -	43 5 -	1838	
579	Isaie Forsie	-	-	-	St. Eustache	-	-	497	14	7	-	-	-	497	14	7	-	-	474 5 10	432 5 10	42 - -	1838	
580	J. B. Belanger	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	881 4 4	881 4 4	- - -	1838	
581	Appolenaire Fortin	-	-	-	Chateauguay	-	-	-	-	-	-	-	-	-	-	-	-	-	103 5 10	103 5 10	- - -	1838	
582	Jaques Robert	-	-	-	St. Edward	-	-	-	-	-	-	-	-	-	-	-	-	-	148 13 2	128 5 8	20 7 6	1838	
583	François Caré	-	-	-	St. Eustache	-	-	82	2	6	-	-	-	82	2	6	-	-	105 19 8	105 19 8	- - -	1837	
584	François Rapin	-	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	-	21 10 -	21 10 -	- - -	1838	
585	F. X. Brisbois	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	10 - -	2 17 6	7 2 6	1838	
586	Louis Decoigne	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	6 - -	3 5 -	2 15 -	1838	
587	Amable Brunette	-	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	-	2 15 -	2 15 -	- - -	1838	
588	Frs. Bergevin	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	12 16 8	12 16 8	- - -	1838	
589	Louis Pillette	-	-	-	Boucherville	-	-	7	2	2	-	-	-	7	2	2	-	-	7 2 2	7 2 2	- - -	1838	
590	François Gauthier	-	-	-	ditto	-	-	12	13	1	-	-	-	12	13	1	-	-	30 2 6	21 7 6	8 15 -	1838	- - No. 591.—300 *l.* Forcible occupation of his steam-boat by Her Majesty's Troops for 10 days, at 30 *l.* per day.
591	C. A. Pacaud	-	-	-	St. Ours	-	-	-	-	-	-	-	-	-	-	-	-	-	451 - -	151 - -	300 - -	1838	
592	John Le Clerc	-	-	e	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	-	-	219 15 10	214 15 10	5 - -	1838	
593	Maria Lefèbre	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	8 7 9	8 7 9	- - -	1838	
594	Joachim Charpentier	-	-	-	Baie du Fèbvre	-	-	-	-	-	-	-	-	-	-	-	-	-	42 - -	- - -	42 - -	1838	Imprisonment and expenses.
595	J. B. Courchesnes	-	-	-	St. François du Lac	-	-	-	-	-	-	-	-	-	-	-	-	-	37 - -	- - -	37 - -	1837–8	- - ditto.
596	Etienne Dahant	-	-	-	Beauharnois	-	-	-	-	-	-	-	-	-	-	-	-	-	14 3 8	14 3 8	- - -	1838	
597	Etienne Girard	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	28 13 5	28 13 5	- - -	1838	
598	James Perigo	-	-	-	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	-	-	353 11 -	198 11 -	155 - -	1838	155 *l.* Imprisonment, &c.
599	Antoine Leduc	-	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	-	6 7 6	5 12 6	- 15 -	1838	
600	G. W. Baker	-	-	-	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	-	-	983 15 6	983 15 6	- - -	1838	
601	Pierre Jeannot	-	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	-	13 3 7	13 3 7	- - -	1838	
602	Pierre Robidoux	-	-	-	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	-	-	20 12 -	20 12 -	- - -	1837–8	
603	F. X. Prevost	-	-	-	Beauharnois	-	-	-	-	-	-	-	-	-	-	-	-	C.	1,147 3 8	1,147 3 8	- - -	1838	
604	Chs. Tessier	-	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	-	8 6 8	8 6 8	- - -	1838	
605	Frs. Brissette	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	3 12 -	2 17 -	- 15 -	1838	
606	F. X. Leger	-	-	-	St. Timothée	-	-	26	-	-	-	-	-	26	-	-	-	-	83 17 6	83 17 6	- - -	1838	
607	Julien Sauve	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	21 7 6	15 10 -	5 17 6	1838	
608	Jos. Mallette	-	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	-	8 6 7	8 6 7	- - -	1838	
609	Jos. Tessier	-	-	-	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	-	-	82 3 8	82 3 8	- - -	1838	
610	Gilbert Montpetit	-	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	-	11 7 -	11 7 -	- - -	1838	
611	Jos. Marchand	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	16 15 -	13 10 -	3 5 -	1838	
612	Louis Bergevin	-	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	-	24 15 -	9 5 -	15 10 -	1838	
613	Louis Leduc	-	-	-	ditto	-	-	9	11	8	-	-	-	9	11	8	-	-	15 16 8	9 11 8	6 5 -	1838	
614	Etienne Touchette	-	-	-	St. Clément	-	-	21	2	4	-	-	-	21	2	4	-	-	21 2 4	21 2 4	- - -	1838	
615	Frs. Poirier	-	-	-	St. Timothée	-	-	-	-	-	-	-	-	-	-	-	-	-	8 14 -	3 14 -	5 - -	1838	
616	Moyse Coté	-	-	-	St. Clément	-	-	-	-	-	-	-	-	-	-	-	-	-	2 10 -	2 10 -	- - -	1838	
617	Frs. Rémy	-	-	-	St. Charles	-	-	-	-	-	-	-	-	-	-	-	-	-	13 - -	9 - -	4 - -	1837	
618	Marguerite Huot	-	-	-	Ste. Martine	-	-	-	-	-	-	-	-	-	-	-	-	-	31 19 4	31 19 4	- - -	1837–8	
619	Bazile Mathieu	-	-	-	St. Ours	-	-	-	-	-	-	-	-	-	-	-	-	-	12 10 -	12 10 -	- - -	1838	
620	Frs. Cormier	-	-	-	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	25 7 2	- - -	25 7 2	1837	Claims against the estate of Dr. Nelson.
621	Aaron Traver	-	-	-	Lacolle	-	-	-	-	-	-	-	-	-	-	-	-	-	- - -	- - -	- - -	1837–8	- - No. 621.—Renews Claim made before former Commission; the sum not stated, nor has the Claim been found.
622	Taylor Gore	-	-	-	Caldwell's Manor	-	-	-	-	-	-	-	-	-	-	-	-	-	31 - -	21 15 -	9 5 -	1838	
623	Reinss. Sewell	-	-	-	Chamblain	-	-	-	-	-	-	-	-	-	-	-	-	-	85 4 -	60 - -	25 4 -	1838	
624	Ant. Champont	-	-	-	St. Athanase	-	-	-	-	-	-	-	-	-	-	-	-	-	104 14 -	104 14 -	- - -	1837–8	
625	Fabrique St. Edward	-	-	-	St. Edward	-	-	-	-	-	-	-	-	-	-	-	-	-	15 - -	15 - -	- - -	1838	- - No. 626.—Claims half salary unpaid during the suspension of the Legislature, from 1836 to 1841.
626	G. M. Muir	-	-	-	Montreal	-	-	-	-	-	-	-	-	-	-	-	-	-	156 - -	- - -	156 - -	1838	
627	J. B. Syre	-	-	-	St. Eustache	-	-	-	-	-	-	-	-	-	-	-	-	-	6 16 1	6 16 1	- - -	1837	
628	Isidore Bourdon	-	-	-	Beauharnois	-	-	14	5	-	-	-	-	14	5	-	-	-	16 10 -	16 10 -	- - -	1838	
629	Martin Belanger	-	-	-	St. Eustache	-	-	-	-	-	-	-	-	-	-	-	-	-	377 5 9	341 5 9	36 - -	1837	
630	Narcisse Mallette	-	-	-	Chateauguay	-	-	206	-	-	-	-	-	206	-	-	-	-	344 3 -	254 - -	90 3 -	1838	74 *l.* 3 *s.* interest.
631	Frs. Sedibot	-	-	-	Cédres	-	-	-	-	-	-	-	-	-	-	-	-	-	13 10 -	13 10 -	- - -	1837	
632	John Dunn	-	-	-	St. Eustache	-	-	96	17	1	-	-	-	96	17	1	-	-	145 5 7	96 17 1	48 8 6	1837	48 *l.* 8 *s.* 6 *d.* interest.

(*continued*)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
633	Jos. J. Odell	Lacolle	36 13 2	- - -	- - -	36 13 2	-	192 18 7	157 3 2	35 15 5	1843	No. 634.—Claims 520 *l.* 16 *s.* 8 *d.* for imprisonment and exile.
634	David Blanchette	St. Cyprien	- - -	- - -	- - -	- - -	C.	528 13 2	7 16 6	520 16 8	1837–8	
635	Ant. Merizzi	- ditto	- - -	- - -	- - -	- - -	-	1,132 3 2	912 13 2	219 10 -	1837–8	
636	Veuve Chs. Pouliotte	- ditto	- - -	- - -	- - -	- - -	-	10 2 4	10 2 4	- - -	1838	
637	Laurent Raigneault	- ditto	- - -	- - -	- - -	- - -	-	204 11 -	204 11 -	- - -	1838	
638	J. B. Dozois	- ditto	- - -	- - -	- - -	- - -	-	69 5 -	14 - -	55 5 -	1838	Claims 55 *l.* 5 *s.* for imprisonment.
639	Geo. Harrison	Lachine	- - -	- - -	- - -	- - -	-	35 - -	35 - -	- - -	1837–8	Loss of horses through the ice on service.
640	Jos. Hebert	Napierville	- - -	- - -	- - -	- - -	-	6 5 -	6 5 -	- - -	1838	
641	Gen. Boudreau	- - Ste. Marie de Monnoir.	6 7 6	- - -	- - -	6 7 6	-	6 10 2	6 10 2	- - -	1838	
642	Ant. Forgue	St. Valentin	- - -	- - -	- - -	- - -	-	20 - -	20 - -	- - -	1838	
643	François Martin	St. Cyprien	- - -	- - -	- - -	- - -	-	9 6 5	9 6 5	- - -	1838	
644	Louis Audette	St. Valentin	- - -	- - -	- - -	- - -	-	30 18 -	30 18 -	- - -	1838	
645	Toussaint Lavoie	St. Cyprien	- - -	- - -	- - -	- - -	-	26 7 1	26 7 1	- - -	1838	
646	Michel Lucier	- ditto	- - -	- - -	- - -	- - -	-	132 5 -	132 5 -	- - -	1838	
647	Pascal Blais	- ditto	- - -	- - -	- - -	- - -	-	62 15 -	62 15 -	- - -	1838	
648	Pierre Maquette	- ditto	- - -	- - -	- - -	- - -	-	45 13 5	38 13 5	7 - -	1838	
649	Barth. Gervais	- ditto	- - -	- - -	- - -	- - -	-	152 13 2	146 13 2	6 - -	1838	
650	Pierre Martin	- ditto	- - -	- - -	- - -	- - -	-	42 8 6	42 8 6	- - -	1838	
651	J. B. Fredette	- ditto	- - -	- - -	- - -	- - -	-	69 10 5	69 10 5	- - -	1838	
652	Vital Bouchard	- ditto	- - -	- - -	- - -	- - -	-	62 2 6	62 2 6	- - -	1838	
653	Aug. Bissonnette	St. Valentin	- - -	- - -	- - -	- - -	-	75 6 3	75 6 3	- - -	1838	
654	Pierre Lavoie	St. Cyprien	- - -	- - -	- - -	- - -	C.	339 8 9	39 8 9	300 - -	1838	No. 654.—Claims 300 *l.* for being exiled six years, at 50 *l.* per annum.
655	Joseph Trahan	- ditto	- - -	- - -	- - -	- - -	-	60 6 10	56 11 10	3 15 -	1838	
656	Louis Lemelin	- ditto	- - -	- - -	- - -	- - -	-	150 4 2	95 4 2	55 - -	1838	No. 656.—Claims 50 *l.* for imprisonment and expenses, having been acquitted.
657	J. B. Le Blanc	- ditto	- - -	- - -	- - -	- - -	-	21 10 -	21 10 -	- - -	1838	
658	Raymond, Robert	- ditto	- - -	- - -	- - -	- - -	-	25 8 11	25 8 11	- - -	1838	
659	Adelaide M'Neal	- ditto	13 4 2	- - -	- - -	13 4 2	-	17 16 -	17 16 -	- - -	1838	
660	Landry Mailloux	- ditto	- - -	- - -	- - -	- - -	-	12 10 -	12 10 -	- - -	1838	
661	Dom. Lavarière	- ditto	- - -	- - -	- - -	- - -	-	8 19 6	8 19 6	- - -	1838	
662	Frs. Gervais	- ditto	- - -	- - -	- - -	- - -	-	7 16 6	4 1 6	3 15 -	1838	
663	Pierre Lavoie	- ditto	- - -	- - -	- - -	- - -	-	2 9 2	2 9 2	- - -	1838	
664	Frs. Thibeau	- ditto	- - -	- - -	- - -	- - -	-	26 12 2	26 12 2	- - -	1838	
665	Jos. Picotte	Blairfindie	87 16 5	- - -	- - -	87 16 5	-	163 14 3	163 14 3	- - -	1838	
666	J. B. Fredette	St. Cyprien	- - -	- - -	- - -	- - -	-	26 9 2	26 9 2	- - -	1838	
667	Olivier Vandandaigue	St. Ours	- - -	- - -	- - -	- - -	-	24 14 2	6 14 2	18 - -	1837-8	
668	Nicolas Derocher	St. Cyprien	- - -	- - -	- - -	- - -	-	10 - 3	10 - 3	- - -	1838	
669	Louis Martin	- ditto	- - -	- - -	- - -	- - -	-	2 14 6	2 14 6	- - -	1838	
670	Charles Boyer	Chateauguay	- - -	- - -	- - -	- - -	-	5 13 5	5 13 5	- - -	1838	
671	J. B. Belanger	St. Cyprien	- - -	- - -	- - -	- - -	-	9 9 8	9 9 8	- - -	1838	
672	Veuve Josephte Lacroix	- ditto	- - -	- - -	- - -	- - -	-	5 3 3	5 3 3	- - -	1838	
673	Ambroise Landy	- ditto	- - -	- - -	- - -	- - -	-	12 10 -	12 10 -	- - -	1838	
674	Marcel Raymond	St. George	11 - 10	- - -	- - -	11 - 10	-	10 18 4	10 18 4	- - -	1838	
675	Pierre Palin	St. Cyprien	- - -	- - -	- - -	- - -	-	18 9 6	18 9 6	- - -	1838	
676	Jos. Lamoureux	- ditto	- - -	- - -	- - -	- - -	-	71 8 3	54 12 3	16 16 -	1838	
677	P. L De Laplante	St. Phillippe	- - -	- - -	- - -	- - -	-	9 18 4	9 18 4	- - -	1838	
678	W. Robinson	Odelltown	- - -	- - -	- - -	- - -	-	64 17 5	64 17 5	- - -	1838	
679	Marie Paquette	St. Eustache	9 8 7	9 8 7	- - -	- - -	-	9 8 7	9 8 7	- - -	1838	

680	M. A. Primeau		Ste. Martine													625 11 –	264 16 –	360 15 –	1838	No. 680.—Paid 30 *l.* to David Michie, to prevent the burning of his building. Claims 150 *l.* for damage sustained by the stoppage of his distillery, and 175 *l.* for the suspension of his business.
681	Jos. Mongeon		Verchères													21 6 –	15 – –	6 6 –	1838	
682	Simon Lacroix		St. Cyprien													6 1 –	6 1 –	- - -	1838	
683	Joseph Hurt		Ste. Martine													11 3 4	2 18 4	8 5 –	1838	
684	Michel Pattenaude		ditto													2 15 –	2 15 –	- - -	1838	
685	Frs. Demers		St. Jean Chrisostôme												C.	16 11 1	2 11 1	14 – –	1838	
686	J. B. Lefèbre		Ste. Martine													4 5 8	4 5 8	- - -	1838	
687	Marie A. Duquette		ditto		7 18 9							7 18 9				7 18 9	7 18 9	- - -	1837-8	
688	J. Louis Primeau		ditto													13 16 –	10 16 –	3 – –	1838	
689	J. B. Gariepy		ditto													10 3 9	10 3 9	- - -	1838	
690	Joseph Coté		Chateauguay													20 5 –	20 5 –	- - -	1838	
691	J. Louis Malette		Hinchinbrooke													21 13 10	21 13 10	- - -	1838	
692	Louis Hebert		Ste. Martine													20 11 6	20 11 6	- - -	1838	
693	Julien Riding		ditto		73 6 1							73 6 11				73 6 11	73 6 11	- - -	1838	
694	Frs. Chevalier		ditto		53 8 10							53 8 10				53 8 10	53 8 10	- - -	1838	
695	Ambroise Guay		Lacolle													13 12 –	13 12 –	- - -	1839	
696	Pierre Menard		St. Cyprien													3 9 –	3 9 –	- - -	1838	
697	Geo. Robideaux		ditto													12 18 6	12 18 6	- - -	1838	
698	Aug. Boudreau		ditto													21 13 –	21 13 –	- - -	1838	
699	Laurent Surprenant		ditto													3 15 –	3 15 –	- - -	1839	
700	Simon Martin		ditto													13 – –	13 – –	- - -	1838	
701	Louis Sire		Lacolle		15 – –							15 – –				15 – –	15 – –	- - -	1838	
702	Gill Bellvenis		ditto													55 12 1	39 7 2	16 4 11	1838	16 *l.* 4 *s.* 11 *d.* interest.
703	François Lafru		St. Valentin													52 10 –	- - -	52 10 –	1838	52 *l.* 10 *s.* for 7 months impt. without trial.
704	Chs. Dupuis		ditto													34 – –	- - -	34 – –	1838	34 *l.*; for 68 days imprisonment.
705	Louis Charbonneau		ditto													12 – –	- - -	12 – –	1838	12 *l.*; for 24 days ditto.
706	Antoine Belvin		St. Cyprien													20 10 –	20 10 –	- - -	1838	
707	Denis Duchêne		St. Valentin													58 6 –	- - -	58 6 –	1838	56 *l.* 5 *s.*; for 7½ months ditto.
708	Louis Senné		ditto		10 11 –							10 11 –				90 11 9	24 18 4	65 13 5	1838	57 *l.* 5 *s.* 11 *d.* interest.
709	François Hebert		ditto													9 18 3	7 – –	2 18 3	1838	
710	Honoré Chassé		Lacolle													7 17 7	5 11 6	2 6 1	1838	
711	Ant. Boissonneau		St. Valentin		50 – –							50 – –				71 – –	50 – –	21 – –	1838	21 *l.*; - - ditto.
712	Wm. Southward		ditto													4 7 6	- - -	4 7 6	1837 or 8	
713	J. B. Pattenaude		Lacolle													221 – 8	145 3 8	75 17 –	1838	69 *l.* 9 *s.* 6*d.*; ditto.
714	David Sire		St. Valentin													27 13 4	12 – –	15 13 4	1838	8 *l.* 3 *s.* 4 *d.*; ditto.
715	J. B. Normandin		St. Cesaire													4 – –	4 – –	- - -	1838	
716	Jerome Brunelle		Verchères													11 16 –	8 4 –	3 12 –	1838	
717	Xavier Terreau		ditto													17 1 –	12 3 –	4 18 –	1838	
718	Pierre Robert		ditto													11 8 –	8 5 –	3 3 –	1838	
719	Antoine Gamache		St. Valentin													18 – 8	12 19 8	5 1 –	1828	
720	Edouard Bedard		Lacolle													10 4 –	7 4 6	2 19 6	1838	
721	Jos. Etier dit Dragon		St. Valentin													21 6 –	15 – –	6 6 –	1838	
722	Frs. Lavalle		Lacolle													16 17 5	12 2 6	4 14 11	1838	
723	Cons. Bourgouet		ditto													936 12 –	640 15 –	295 17 –	1838	277 *l.* 0 *s.* 6*d.* interest.
724	Pierre Godin		St. Valentin													14 4 –	10 – –	4 4 –	1838	
725	J. B. Daigneau		Lacolle													110 15 6	77 1 7	33 13 11	1838	32 *l.* 12 *s.* 2 *d.* ditto.
726	Julien Richard		St. Valentin													7 12 9	5 7 10	2 4 11	1838	
727	Pierre Dandaran		ditto													6 2 7	4 3 3	1 19 4	1838	
728	Jos. Etier dit Dragon		ditto													70 18 –	32 12 –	38 6 –	1838	13 *l.* 6 *s.* - - ditto.
729	Moyse Pinsonneau		ditto													202 3 9	63 17 6	138 6 3	1837-8	75 *l.* for 3 months imprt., and 38 *l.* 6 *s.* 3*d.*
730	Laurent Carron		Lacolle													28 18 8	20 7 9	8 10 11	1838	8 *l.* 10 *s.* 11 *d.* for interest. [for interest.
731	David Pattenaude		St. Valentin													37 – 11	26 2 2	10 18 9	1838	10 *l.* 18 *s.* 9 *d.* ditto.
732	Jean Leveque		Lacolle		26 15 2							2 15 2				40 4 7	26 13 2	13 11 5	1838	13 *l.* 11 *s.* 5 *d.* ditto.
733	Felix Colotte		St. Valentin													8 3 8	5 15 10	2 7 10	1838	
734	J. B. Brin		Lacolle													13 11 11	9 12 –	3 19 11	1838	
735	Pierre Robert		ditto													33 3 11	23 7 11	9 16 –	1838	9 *l.* 16 *s.* - - ditto.
736	Pierre Tremblay		ditto													24 17 9	6 5 10	18 11 11	1838	16 *l.*, 8 weeks imp.; 2 *l.* 11 *s.* 11 *d.* interest.
737	Hubert Landry		St. Valentin													24 13 –	9 5 –	15 8 –	1838	10 *l.* 10 *s.* 16 days ditto; 4 *l.* 18 *s.* ditto.
738	Elizabeth Landry		ditto													7 7 –	5 3 10	2 3 2	1838	
739	Christ. Fraigo		ditto													28 18 –	2 8 –	26 10 –	1838	24 *l.* 10 *s.* 3 months 8 days imprisonment.

(*continued*)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
740	Chs. Reaume	St. Valentin	- - -	- - -	- - -	- - -	–	62 10 11	44 1 6	18 9 5	1838	18 *l.* 9 *s.* 5 *d.* interest.
741	J. B. St. Amant	- ditto	- - -	- - -	- - -	- - -	–	15 – –	- - -	15 – –	1838	15 *l.*; 2 months' imprisonment.
742	F. X. Sené	St. Jacques	14 2 11	- - -	- - -	14 2 11	–	46 2 11	14 – –	32 2 11	1837–8	14 *l.* 2 *s.* 11 *d.* interest.
743	André Guerin	St. Valentin	- - -	- - -	- - -	- - -	–	29 8 10	20 15 –	8 13 10	1838	8 *l.* 13 *s.* 10 *d.* ditto.
744	J. B. Landry	- ditto	- - -	- - -	- - -	- - -	–	9 5 4	7 2 9	2 2 7	1838	2 *l.* 2 *s.* 7 *d.* - ditto.
745	Jacques Metivier	- ditto	- - -	- - -	- - -	- - -	–	40 – 4	28 4 1	11 16 3	1838	11 *l.* 16 *s.* 3 *d.* ditto.
746	Alexandre Pin	- ditto	- - -	- - -	- - -	- - -	–	353 15 3	290 18 –	62 17 3	1838	52 *l.* 17 *s.* 3 *d.* ditto.
747	Laurent Corbure	Lacolle	- - -	- - -	- - -	- - -	–	202 6 6	142 15 4	59 11 2	1838	59 *l.* 11 *s.* 2 *d.* ditto.
748	Pierre Bousquel	- ditto	- - -	- - -	- - -	- - -	–	86 9 4	60 18 4	25 11 –	1838	25 *l.* 11 *s.* - - ditto.
749	Julian Landry	St. Valentin	- - -	- - -	- - -	- - -	–	65 18 10	46 9 2	19 9 8	1838	19 *l.* 9 *s.* 8 *d.* - ditto.
750	Touss. Duclos	Lacolle	- - -	- - -	- - -	- - -	–	30 13 –	11 15 –	18 18 –	1838	4 *l.* 18 *s.* - - ditto. 14 *l.* 56 days' imp.
751	Pierre Thibault	St. Valentin	- - -	- - -	- - -	- - -	–	47 6 –	19 5 –	28 1 –	1838	8 *l.* 1 *s.* - - ditto. 20 *l.* 40 ditto.
752	Eustache Seguin	- ditto	- - -	- - -	- - -	- - -	–	92 10 7	65 3 5	27 7 2	1838	27 *l.* 7 *s.* 2 *d.* - ditto.
753	Alexis Pattenaude	- ditto	- - -	- - -	- - -	- - -	–	73 1 –	37 8 9	35 12 3	1838	15 *l.* 12 *s.* 3 *d.* ditto. 20 *l.* 40 ditto.
754	Amable Denault	- ditto	- - -	- - -	- - -	- - -	–	35 18 2	1 – –	34 18 2	1838	- - - - - - - - 34 *l.* 10 *s.* 69 ditto.
755	Jos. Palin	- ditto	- - -	- - -	- - -	- - -	–	28 5 10	16 4 –	12 1 10	1838	8 *l.* 6 *s.* 11 *d.* interest.
756	Pierre Lareau	Lacolle	- - -	- - -	- - -	- - -	–	11 3 10	7 18 6	3 5 4	1838	3 *l.* 5 *s.* 4 *d.* - ditto.
757	Cyprien St. Amant	St. Valentin	- - -	- - -	- - -	- - -	–	20 14 5	14 12 6	6 1 11	1838	6 *l.* 1 *s.* 11 *d.* - ditto.
758	Frs. Proulx	St. George	- - -	- - -	- - -	- - -	–	94 10 9	10 5 –	84 5 9	1838	80 *l.*; 3 months 9 days' imprisonment.
759	Jos. Ardette	St. Valentin	123 – –	- - -	- - -	123 – –	–	273 6 11	192 15 9	80 11 2	1838	80 *l.* 11 *s.* 2 *d.* interest.
760	Paul E. Fortin	- ditto	- - -	- - -	- - -	- - -	–	11 11 3	5 10 6	6 – 9	1838	
761	Abm. Bonneau	- ditto	- - -	- - -	- - -	- - -	–	14 4 –	10 – –	4 4 –	1838	
762	Ant. Rocque	- ditto	- - -	- - -	- - -	- - -	–	54 1 –	29 1 4	24 19 8	1838	15 *l.* 19 *s.* 8 *d.* ditto.
763	Noël Thibault	- ditto	- - -	- - -	- - -	- - -	–	53 19 9	20 19 9	33 – –	1838	17 *l.* interest; 16 *l.* 1 month 8 days' imp.
764	Frs. Etier dit Dragon	- ditto	- - -	- - -	- - -	- - -	–	18 9 1	13 – –	5 9 1	1838	
765	Paul Serrette	Lacolle	12 – 5	- - -	- - -	12 – 5	–	16 13 9	12 – 5	4 13 4	1838	
766	Ant. Daigneau	- ditto	- - -	- - -	- - -	- - -	–	23 19 1	16 17 11	7 1 2	1838	
767	Pierre Chouquier	St. Valentin	- - -	- - -	- - -	- - -	–	4 5 1	3 – –	1 5 1	1838	
768	Jacques St. Jean	Lacolle	- - -	- - -	- - -	- - -	–	34 17 11	2 10 –	32 7 11	1838	22 *l.* 10 *s.* 3 months' imprisonment.
769	Pierre Sire	St. Valentin	5 5 –	- - -	- - -	5 5 –	–	8 7 –	5 18 –	2 9 –	1838	
770	Noël Desautel	Lacolle	- - -	- - -	- - -	- - -	–	15 18 11	11 5 –	4 13 11	1838	
771	Veuve Jos. Bonneau	St. Valentin	- - -	- - -	- - -	- - -	–	2 10 10	2 1 3	– 9 7	1838	
772	Louis Toupin	- ditto	- - -	- - -	- - -	- - -	–	54 17 10	38 13 6	16 4 4	1838	16 *l.* 4 *s.* 4 *d.* interest.
773	Jean Montmenie	Lacolle	- - -	- - -	- - -	- - -	–	65 15 4	43 14 –	22 1 4	1838	18 *l.* 6 *s.* 4 *d.* interest.
774	Jos. Charron	St. Valentin	1 17 10	- - -	- - -	1 17 10	–	24 9 4	3 3 1	21 6 3	1838	20 *l.* 40 days' imprisonment.
775	Louis Etier dit Dragon	- ditto	- - -	- - -	- - -	- - -	–	39 2 1	27 11 3	11 10 10	1838	11 *l.* 10 *s.* 10 *d.* interest.
776	Touss. Martin	- ditto	- - -	- - -	- - -	- - -	–	705 17 5	497 2 6	208 14 11	1838	208 *l.* 14 *s.* 11 *d.* ditto.
778	J. B Bousquet	Lacolle	- - -	- - -	- - -	- - -	C.	8 1 –	5 13 9	2 7 3	1838	
779	Hubert Demers	St. Valentin	- - -	- - -	- - -	- - -	–	241 13 2	163 19 –	77 14 2	1838	77 *l.* 14 *s.* 2 *d.* ditto.
780	Thomas Cartine	Lacolle	- - -	- - -	- - -	- - -	–	120 16 7	82 7 –	38 9 7	1838	38 *l.* 9 *s.* 7 *d.* ditto.
781	Ambroise Dubé	St. Valentin	- - -	- - -	- - -	- - -	–	15 18 11	11 5 –	4 13 11	1838	
782	Jacob Messier	St. Cyprien	- - -	- - -	- - -	- - -	–	30 6 2	21 10 –	8 16 2	1838	
783	P. A. Z. Guartin	St. Valentin	- - -	- - -	- - -	- - -	–	34 10 –	- - -	34 10 –	1838	34 *l.* 10 *s.* 4 months 18 days' imprisonm.
784	Louis Etier dit Dragon	- ditto	- - -	- - -	- - -	- - -	–	202 12 –	80 – –	122 12 –	1838	40 *l.* 3 *s.* interest. 75 *l.* 3 months' imp.
785	Timothée Bertrand	Verchères	79 12 8	- - -	- - -	79 12 8	–	79 12 8	79 12 8	- - -	1838	
786	Veuve Ignace Poulain	St. Eustache	- - -	- - -	- - -	- - -	–	33 16 –	23 – –	10 16 –	1837	10 *l.* 16 *s.* interest.
787	Jos Payment	- ditto	35 19 8	- - -	- - -	35 19 8	–	47 8 –	32 4 –	15 4 –	1837	15 *l.* 4 *s.* ditto.
788	Aubin Paradis	Blairfindie	181 9 8	- - -	- - -	181 9 8	–	197 14 2	197 14 2	- - -	1838	
789	Luc H. Masson	St. Benoit	- - -	- - -	- - -	- - -	–	1,240 10 3	767 10 3	473 – –	1837	No. 789.—Claims 450 *l.* for the interruption of his business during 3 years.

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.	
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	
850	Théodore Béchard	Blairfindie	- - -	- - -	- - -	- - -	C.	822 3 4	151 6 8	670 16 8	1837 — No. 850.—Claims 670 *l.* 6 *s.* 8 *d.*, value of his estate confiscated, and purchased by his wife.
851	Hyacinthe Leclaire	St. Eustache	402 7 6	- - -	- - -	402 7 6	-	402 7 6	402 7 6	- - -	1837
852	Pierre Lauzon	Ste. Scholastique	104 - -	- - -	- - -	104 - -	-	108 10 -	108 10 -	- - -	1837–8
853	Antoine Fortin	St. Edouard	- - -	- - -	- - -	- - -	-	28 12 6	28 12 6	- - -	1838
854	John Davis	Ste. Scholastique	41 7 4	- - -	- - -	41 7 4	-	52 3 4	52 3 4	- - -	1837–8
855	Cleoph. Pombrun	- ditto	- - -	- - -	- - -	- - -	-	8 17 11	8 17 11	- - -	1837
856	George Keddy	Lacolle	53 5 6	- - -	- - -	53 5 6	-	52 - 6	52 - 6	- - -	1838
857	Charles Paradis	Lacadie	- - -	- - -	- - -	- - -	-	38 14 -	27 10 -	11 4 -	no date. 11 *l.* 4 *s.* interest.
858	Veuve J. B. Paradis	- ditto	439 3 6	- - -	- - -	439 3 6	-	439 3 6	319 - -	120 3 6	1838
859	François d'Aout	St. Timothée	- - -	- - -	- - -	- - -	-	10 10 -	9 - -	1 10 -	1838
860	Pierre Marcotte	- ditto	- - -	- - -	- - -	- - -	-	1 6 6	- 2 6	1 4 -	1838
861	Alexander Clarke	- ditto	- - -	- - -	- - -	- - -	-	30 - -	30 - -	- - -	1838
862	James Knight	- ditto	17 2 3	- - -	- - -	17 2 3	-	22 11 7	21 1 7	1 10 -	1838
863	H. Bogue & Co.	St. Clément	91 19 6	- - -	- - -	91 19 6	-	91 19 6	91 19 6	- - -	1838
864	J. M. Bricault	St. Eustache	11 10 7	- - -	- - -	11 10 7	-	11 10 7	11 10 7	- - -	1837
865	Church St. Benoit	St. Benoit	7,000 - -	- - -	- - -	7,000 - -	-	7,000 - -	7,000 - -	- - -	1837
866	Paul Trottier	St. Timothée	- - -	- - -	- - -	- - -	-	4 14 -	1 - -	3 14 -	1838
867	William Griffith	- ditto	- - -	- - -	- - -	- - -	-	3 15 -	3 15 -	- - -	1838
868	Pierre Dufresne	St. Athanase	- - -	- - -	- - -	- - -	-	56 4 -	29 9 -	26 15 -	1837–8
869	Touss. Moirette	St. Benoit	31 12 8	- - -	- - -	31 12 8	-	31 12 8	31 12 8	- - -	1837
870	François Pitre	St. Timothée	- - -	- - -	- - -	- - -	-	4 - -	- - -	4 - -	1838
871	Augustin Poirier	- ditto	- - -	- - -	- - -	- - -	-	25 15 -	21 15 -	4 - -	1838
872	Abm. Aubry	Ste. Scholastique	- - -	- - -	- - -	- - -	-	22 17 -	22 17 -	- - -	1837
873	Louis Aubry	- ditto	- - -	- - -	- - -	- - -	-	5 4 9	5 4 9	- - -	1837
874	Joseph Rocbrun	- ditto	117 7 11	- - -	- - -	117 7 11	-	117 7 11	117 7 11	- - -	1837
875	François Aubry	St. Eustache	- - -	- - -	- - -	- - -	-	328 7 6	328 7 6	- - -	1837
876	Amable Martel	- ditto	- - -	- - -	- - -	- - -	-	19 10 6	19 10 6	- - -	1837
877	J. Henderson	Beauharnois	36 10 6	30 - -	6 10 6	- - -	-	36 10 6	36 10 6	- - -	1837
878	Claude Fontaine	St. Marc	- - -	- - -	- - -	- - -	-	194 15 3	141 10 -	53 5 3	1838
879	Ira Johnson	Foucault	- - -	- - -	- - -	- - -	-	228 4 9	228 4 9	- - -	1838
880	David Duncan	Beauharnois	- - -	- - -	- - -	- - -	-	25 15 6	25 15 6	- - -	no date.
881	J. B. Pilon	St. Eaustache	4 - -	- - -	- - -	4 - -	-	5 12 6	5 12 6	- - -	1837
881*b*	Veuve Charles Beauregard	La Présentation	- - -	- - -	- - -	- - -	-	14 15 6	14 15 6	- - -	1838
882	Veuve Louis Jozac	- ditto	- - -	- - -	- - -	- - -	-	48 2 2	48 2 2	- - -	1838
883	Charles Gouin	Sorel	- - -	- - -	- - -	- - -	-	26 - -	- - -	26 - -	1838
884	Louis Lenthier	St. Augustin	27 6 -	- - -	- - -	27 6 -	-	27 6 -	11 10 -	15 16 -	1837
885	Richard Fisher	Hemmingford	- - -	- - -	- - -	- - -	-	150 - -	150 - -	- - -	1840
886	Alexis Daigle	La Présentation	- - -	- - -	- - -	- - -	-	37 10 -	37 10 -	- - -	1837
887	Henry Ethier	Montreal	- - -	- - -	- - -	- - -	-	22 11 10	22 11 10	- - -	1837–8
888	Isaac Piedula	Blairfindie	- - -	- - -	- - -	- - -	-	16 19 -	14 14 -	2 5 -	1838
889	Charles Roy	- ditto	20 2 6	- - -	- - -	20 2 6	-	25 8 4	25 8 4	- - -	1838
890	Joseph Hebert	St. George	- - -	- - -	- - -	- - -	-	43 10 -	39 10 -	4 - -	1838
891	Paul Piedalu, P.	Blairfindie	- - -	- - -	- - -	- - -	-	39 - -	39 - -	- - -	1838
892	Paul Piedalu	- ditto	- - -	- - -	- - -	- - -	-	24 18 8	22 13 8	2 5 -	1837–8
893	J. B. Surprenant	- ditto	7 15 -	- - -	- - -	7 15 -	-	9 16 8	9 16 8	- - -	1838
894	Amb. Richard	St. Jacques	- - -	- - -	- - -	- - -	-	33 - -	33 - -	- - -	1838
895	Simon Marchesseau	Blairfindie	- - -	- - -	- - -	- - -	-	16 17 2	16 17 2	- - -	1838
896	David Lord	- ditto	- - -	- - -	- - -	- - -	-	20 - -	- - -	20 - -	1838
897	Aubin Mailloux	St. George	- - -	- - -	- - -	- - -	-	5 5 7	5 5 7	- - -	1838

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
956	Bridget Smith	West Farnham	- - -	- - -	- - -	- - -	–	10 – –	- - -	10 – –	1837–8	
957	John Gibson	Foucault	- - -	- - -	- - -	- - -	–	73 5 9	56 15 9	16 10 –	1838	
958	Albert Chapman	Clarenceville	- - -	- - -	- - -	- - -	–	25 – –	25 – –	- - -	1838	
959	Joseph Goudreau	Ste. Martine	- - -	- - -	- - -	- - -	–	15 4 9	15 4 9	- - -	1838	
960	J. B. F. Spenard	St. Eustache	- - -	- - -	- - -	- - -	–	139 9 4	139 9 4	- - -	1838	
961	Michel Lauzon	- ditto	- - -	- - -	- - -	- - -	–	83 13 1	83 13 1	- - -	1837	
962	Frs. Lauzon	- ditto	- - -	- - -	- - -	- - -	–	5 10 –	5 10 –	- - -	1837	
963	Alexis Dubé	- ditto	- - -	- - -	- - -	- - -	–	79 12 2	54 – 2	25 12 –	1837	25 *l.* 12 *s.*, interest.
964	Frs. Read	Chateauguay	80 10 6	- - -	- - -	80 10 6	–	478 18 9	337 10 9	141 8 –	1838	141 *l.* 8 *s.* ditto.
965	Paul Richard	St. Eustache	209 19 6	- - -	- - -	209 19 6	–	209 19 6	209 19 6	- - -	1838	Claims interest also.
966	Amable Duquet	Chateauguay	205 – –	- - -	- - -	205 – –	–	205 – –	205 – –	- - -	1838	- ditto.
967	Louis N. Rochon	Terrebonne	- - -	- - -	- - -	- - -	–	168 13 –	76 16 –	91 17 –	1838	31 *l.* 17 *s.*, int.; 60 *l.*, stoppage of business.
968	William Dier	Montreal	- - -	- - -	- - -	- - -	–	30 – –	30 – –	- - -	1838	Claims value of a horse, lost through ice.
969	J. B. Laforcain	- ditto	- - -	- - -	- - -	- - -	–	15 6 3	15 6 3	- - -	1837	
970	Andre Proteau	St. Bruno	- - -	- - -	- - -	- - -	–	65 – –	50 – –	15 – –	1838	15 *l.*, board whilst in prison.
971	Zenas Clarke	Odelltown	11 17 6	- - -	- - -	11 17 6	–	22 7 6	15 2 6	7 5 –	1837	7 *l.* 5 *s.*, interest.
972	Jacques Daragon	Monnoir	- - -	- - -	- - -	- - -	–	28 2 2	22 10 2	5 12 –	1838	5 *l.* 12 *s.*, quartering troops.
973	Joseph Ouimet	St. Athanase	3 19 5	- - -	- - -	3 19 5	–	3 19 5	3 19 5			
974	J. B. Chicorne	St. George	- - -	- - -	- - -	- - -	–	97 19 2	97 19 2			
975	Joseph Aub	St. Athanase	14 4 –	- - -	- - -	14 4 –	–	14 4 –	14 4 –	- - -	1837–8	
976	François Gervais	- ditto	20 7 –	- - -	- - -	20 7 –	–	20 7 –	20 7 –	- - -	1837–8	
977	Michel Lavigne	- ditto	26 16 2	- - -	- - -	26 16 2	–	26 16 2	26 16 2	- - -	1838	
978	Alex. Nadeau	St. Jean	3 8 –	- - -	- - -	3 8 –	–	3 8 –	3 8 –	- - -	1838	
979	Isabelle Nadeau	St. Athanase	11 – 10	- - -	- - -	11 – 10	–	11 – 10	11 – 10	- - -	1837–8	
980	Denis Richer	St. Marc	- - -	- - -	- - -	- - -	–	39 16 5	39 16 5	- - -	1838	
981	Louis Brodeur	St. Charles	35 19 10	- - -	- - -	35 19 10	–	35 19 10	35 19 10	- - -	1837–8	
982	François Gagnon	St. Athanase	- - -	- - -	- - -	- - -	–	16 4 10	16 4 10	- - -	1838	
983	Vincent Thuotte	- ditto	- - -	- - -	- - -	- - -	–	6 4 1	6 4 1	- - -	1838	
984	François Champoux	Belœil	- - -	- - -	- - -	- - -	–	7 15 5	7 5 5	– 10 –	1838	
985	François Xavier Guy	Montreal	- - -	- - -	- - -	- - -	–	- - -	- - -	- - -	- - -	no account furnished.
986	Paul Bouchard	St. Athanase	9 7 10	- - -	- - -	9 7 10	–	9 7 10	9 7 10	- - -	1838	
987	Clement Dansereau	Contrecœur	- - -	- - -	- - -	- - -	–	16 – 6	16 – 6	- - -	1838	
988	Louis Fiset	- ditto	- - -	- - -	- - -	- - -	–	2 11 9	2 11 9	- - -	1838	
989	Pierre Groulx	St. Eustache	8 5 –	- - -	- - -	8 5 –	–	8 7 6	8 7 6	- - -	1837	
990	Pierre Gamlin	St. Cyprien	26 3 7	26 3 7	- - -	- - -	–	26 3 7	26 3 7	- - -	1838	claims interest also.
991	Ignace Raizenne	St. Benoit	217 7 –	- - -	- - -	217 7 –	–	217 7 –	217 7 –	- - -	1837	- - No. 992.—Claims for imprisonment and transportation, living in exile, and passage home, 262 *l.* 5 *s.*
992	Leandre Ducharme	Montreal	- - -	- - -	- - -	- - -	C.	262 5 –	- - -	262 5 –	1837–8	
993	J. E. Cleroux	Ste. Scholastique	59 11 5	- - -	- - -	59 11 5	–	56 18 1	56 18 1	- - -	1837	
994	François Julien	St. Timothée	- - -	- - -	- - -	- - -	–	4 – –	4 – –	- - -	1838	
995	Constant Buisson	Ste. Martine	- - -	- - -	- - -	- - -	C.	24 8 –	24 8 –	- - -	1838	7 *l.* 4 *s.* quartering Volunteers.
996	Stephen May	St. Timothée	- - -	- - -	- - -	- - -	–	7 4 –	- - -	7 4 –	1838	
997	Michel Longtin	St. Clément	- - -	- - -	- - -	- - -	–	5 5 –	5 5 –	- - -	1838	
998	Charles Roy, fils	- ditto	- - -	- - -	- - -	- - -	–	99 16 –	99 16 –	- - -	1838	
999	Charles Chenier	St. Hermas	- - -	- - -	- - -	- - -	–	104 15 –	104 15 –	- - -	1837	
1000	J. M. Couillard	Chateauguay	- - -	- - -	- - -	- - -	–	14 – –	14 – –	- - -	1838	
1001	André Lefèbre	Beauharnois	- - -	- - -	- - -	- - -	–	35 – –	31 5 –	3 15 –	1838	
1002	Julien Patenaude	Napierville	10 15 –	- - -	- - -	10 15 –	–	23 7 –	23 7 –	- - -	1838	
1003	Frs. Beauchemin	ditto	- - -	- - -	- - -	- - -	–	6 9 3	6 9 3	- - -	1838	
1004	Alexis Couture	- ditto	- - -	- - -	- - -	- - -	–	7 14 –	7 14 –	- - -	1838	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				FILED BEFORE THE PRESENT COMMISSION.			REMARKS.
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.	CONVICTION RECORDED.	Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.	
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	
1064	Rose Pelletier	Côteau-du-Lac	45 11 6	- - -	- - -	45 11 6	–	45 11 6	45 11 6	- - -	1837 With interest.
1065	Amable Duquet	Ste. Martine	- - -	- - -	- - -	- - -	–	89 11 10	43 6 10	46 5 –	1838 26 *l.* 5 *l.* ditto.
1066	Jos. Grégoire	Napierville	- - -	- - -	- - -	- - -	–	508 9 3	340 6 3	168 3 –	1838 150 *l.* ditto.
1067	Alex. Durocher	- ditto	- - -	- - -	- - -	- - -	–	91 13 –	91 13 –	- - -	1838 With interest.
1068	Louis Leclerc	Ste. Martine	36 8 7	- - -	- - -	36 8 7	–	36 8 7	36 8 7	- - -	1838
1069	John Walls	Beauharnois	30 3 8	15 – –	15 3 8	- - -	–	15 – –	15 – –	- - -	1838
1070	Frs. Remillard	Napierville	69 5 –	- - -	- - -	69 5 –	–	69 5 –	69 5 –	- - -	1838
1071	Jos. Payment	St. Eustache	28 – –	- - -	- - -	28 – –	–	45 4 –	32 – –	13 4 –	1837 13 *l.* 4 *s.* interest.
1072	Jos. Demers	St. George	- - -	- - -	- - -	- - -	–	117 4 –	12 10 –	104 14 –	1837–8 - - No. 1072.—For wounds inflicted by
1073	Luke Grégoire, fils	Napierville	- - -	- - -	- - -	- - -	–	81 18 –	45 5 –	36 13 –	1838 Gagnon, one of the insurgents, for refusing
1074	Jos. Cyre	Ste. Scholastique	- - -	- - -	- - -	- - -	–	44 19 8	44 19 8	- - -	1837 to join them.
1075	Michel Laporte	- ditto	- - -	- - -	- - -	- - -	–	14 10 5	14 10 5	- - -	1837
1076	S. M. Elkins	Potton	763 – –	- - -	- - -	763 – –	–	763 – –	763 – –	- - -	1840
1077	Frs. Malette	St. Eustache	- - -	- - -	- - -	- - -	–	35 5 –	31 13 –	3 12 –	1837
1078	Toussaint Lefèbre	Laprarie	- - -	- - -	- - -	- - -	–	74 2 9	15 6 –	58 16 9	1838 Boarding Troops, and interest.
1079	Antoine Loiselle	Ste. Marie	- - -	- - -	- - -	- - -	–	13 10 9	11 11 9	1 19 –	1838
1080	Pierre Rainville	- ditto	- - -	- - -	- - -	- - -	–	5 19 10	4 – 10	1 19 –	1838
1081	Jos. Rainville	- ditto	- - -	- - -	- - -	- - -	–	90 18 7	83 8 –	7 10 7	1838
1082	Jos. Gauthier	St. Remi	- - -	- - -	- - -	- - -	–	22 – 3	20 – 3	2 – –	1838
1083	L. O. Bauzette	- ditto	- - -	- - -	- - -	- - -	–	370 4 9	354 4 9	16 – –	1838
1084	Frs. Deloge	St. Eustache	- - -	- - -	- - -	- - -	–	6 2 6	6 2 6	- - -	1837
1085	J. S. Paquette	St. Jerome	- - -	- - -	- - -	- - -	–	30 – 9	30 – 9	- - -	1837–8
1086	Louis Duclos	Belœil	- - -	- - -	- - -	- - -	–	53 18 4	53 18 4	- - -	1838
1087	Pierre Gigault	St. Mathias	- - -	- - -	- - -	- - -	–	10 15 9	10 15 9	- - -	1837
1088	Frs. Lantier, fils	St. Eustache	9 12 6	7 10 –	2 2 6	- - -	–	7 10 –	7 10 –	- - -	1837 - - No. 1089.—69 *l.* 10 *s.* Quartering
1089	Pierre Beauclerc	St. Ours	- - -	- - -	- - -	- - -	–	229 6 3	100 6 3	129 – –	1837–8 insurgents under the command of "General
1090	Ant. Lantier	St. Eustache	4 2 6	- - -	- - -	4 2 6	–	4 2 6	4 2 6	- - -	1837 Malhiot," and 131 *l.* 6 *s.* 3 *d.* for imprison-
1091	J. B. Duquet	Chateauguay	- - -	- - -	- - -	- - -	–	13 7 6	13 7 6	- - -	1838 ment five months and nine days.
1092	Louis Durançeau	- ditto	- - -	- - -	- - -	- - -	–	11 3 9	11 3 9	- - -	1838
1093	J. B. Duquet	- ditto	- - -	- - -	- - -	- - -	–	10 17 7	10 17 7	- - -	1838
1094	Alex. Gosselin	St. Eustache	- - -	- - -	- - -	- - -	–	5 3 9	5 3 9	- - -	1837
1095	Frs. Poirier	- ditto	- - -	- - -	- - -	- - -	–	2 7 6	2 7 6	- - -	1837
1096	Pierre Durand	St. Charles	- - -	- - -	- - -	- - -	–	27 10 4	27 10 4	- - -	1838
1097	Jos. Duquet	St. Eustache	- - -	- - -	- - -	- - -	–	32 17 6	32 17 6	- - -	1837
1098	M. L. Poirier	- ditto	2 16 2	- - -	- - -	2 16 2	–	2 16 2	2 16 2	- - -	1837
1099	S. Marchessault	St. Charles	336 6 9	- - -	- - -	336 6 9	–	433 8 6	433 8 6	- - -	1837
1100	Pierre Richer	St. Eustache	15 4 5	- - -	- - -	15 4 5	–	15 5 5	15 5 5	- - -	1837
1101	Theatis Guertin	St. Ours	- - -	- - -	- - -	- - -	–	58 11 3	58 11 3	- - -	1837
1102	Jean Chagnon	Verchères	- - -	- - -	- - -	- - -	–	6 4 9	6 4 9	- - -	1838
1103	Benonie Charet	Blairfindie	- - -	- - -	- - -	- - -	–	32 10 –	32 10 –	- - -	1838
1104	Guillaume Breille	St. Eustache	- - -	- - -	- - -	- - -	–	2 13 6	2 13 6	- - -	1837–8 - - No. 1107.—The wife claims for the
1105	Jos. Paquet et uxor	- ditto	- - -	- - -	- - -	- - -	–	2 9 4	2 9 4	- - -	1837–8 purchase of the confiscated estate bought by
1107	Jos. Guimond	Chateauguay	- - -	- - -	- - -	- - -	C.	8 10 –	8 10 –	- - -	1838 her.
1108	J. B. Charlebois	St. Anicet	- - -	- - -	- - -	- - -	–	467 2 3	287 2 3	180 – –	1838 - - No. 1109.—Property destroyed, 23,109 *l.*
1109	Wolfred Nelson	Montreal	- - -	- - -	- - -	- - -	–	12,379 12 7	12,379 12 7	- - -	1837 19 *s.* 5 *d.*, but Dr. Nelson deducts the
1110	Jos. Filiatreau	Ste. Scholastique	- - -	- - -	- - -	- - -	–	2 – –	2 – –	- - -	1837 amount of his liabilities (for which his
1111	Frs. Lecourt	- ditto	- - -	- - -	- - -	- - -	–	1 14 –	1 14 –	- - -	1837 creditors have claimed or may claim), and
1112	Alexis Robillard	- ditto	- - -	- - -	- - -	- - -	–	6 10 4	6 10 4	- - -	1837 claims the balance only, say 12,379 *l.*
1113	Jos. Taillefés	- ditto	- - -	- - -	- - -	- - -	–	2 16 2	2 16 2	- - -	1837 12 *s.* 7 *d.*

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1174	Frs. Vézina	Napierville	- - -	- - -	- - -	- - -	-	12 10 -	12 10 -	- - -	1838	
1175	Oliver Bedard and another	- ditto	- - -	- - -	- - -	- - -	-	5 17 3	5 17 3	- - -	1838	
1176	M. Lucier and two others	- ditto	- - -	- - -	- - -	- - -	-	20 5 9	20 5 9	- - -	1838	
1177	Chs. Millette	United States	- - -	- - -	- - -	- - -	-	28 5 -	28 5 -	- - -	1838	
1178	Jos. Belle	Napierville	- - -	- - -	- - -	- - -	-	10 7 6	10 7 6	- - -	1838	
1179	Ant. Denault	St. Edward	- - -	- - -	- - -	- - -	-	77 3 3	77 3 3	- - -	1838	
1180	Amb. Hébert	United States	- - -	- - -	- - -	- - -	-	13 6 9	13 6 9	- - -	1838	
1181	Veuve Lambert Fontaine	Napierville	- - -	- - -	- - -	- - -	-	195 3 11	195 3 11	- - -	1838	
1182	Mathew Hébert	United States	- - -	- - -	- - -	- - -	-	65 18 6	65 18 6	- - -	1838	
1183	Medard Denault	- ditto	- - -	- - -	- - -	- - -	-	25 16 3	25 16 3	- - -	1838	
1184	Joseph Guérin	Napierville	- - -	- - -	- - -	- - -	-	20 9 -	20 9 -	- - -	1838	
1185	Joseph Legant	St. Hermas	- - -	- - -	- - -	- - -	-	17 12 -	12 - -	5 15 -	1838	
1186	Thomas Beloin	St. Edward	- - -	- - -	- - -	- - -	-	18 8 -	13 10 -	4 18 -	1838	
1187	E. Desforges	St. Eustache	- - -	- - -	- - -	- - -	-	52 10 -	52 10 -	- - -	1837	
1188	Israel Lewis	Montreal	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- -	This claim, if any, does not apply to L. C.
1189	Simon Larreau	Napierville	- - -	- - -	- - -	- - -	-	188 7 -	133 7 -	55 - -	1838	55*l.* interest.
1190	Pierre Vezina	- ditto	- - -	- - -	- - -	- - -	-	82 18 -	58 15 -	24 3 -	1838	24*l.* 3*s.* ditto.
1191	Noël Legot	St. Eustache	- - -	- - -	- - -	- - -	-	51 - 2	36 - -	15 - 2	1837	15*l.* 0*s.* 2*d.* ditto.
1192	Augustin Sanche	- ditto	- - -	- - -	- - -	- - -	-	50 10 -	34 10 -	16 - -	1837	16*l.* ditto.
1193	Joseph Robillard, junior	- ditto	- - -	- - -	- - -	- - -	-	3 3 9	2 7 9	- 16 -	1837	
1194	Joseph Robillard, senior	- ditto	- - -	- - -	- - -	- - -	-	48 14 -	33 2 -	15 12 -	1837	15*l.* 12*s.* ditto.
1195	Xavier Charron	Verchères	- - -	- - -	- - -	- - -	-	58 10 6	6 10 6	52 - -	1838	- - No. 1195.—50*l.*, for the death of his
1196	Joseph Bourgard	- ditto	- - -	- - -	- - -	- - -	-	7 - 9	5 - -	2 - 9	1838	wife through ill-treatment by the military.
1197	F. Cinq-Mars	Montreal	- - -	- - -	- - -	- - -	-	550 - -	- - -	550 - -	1837–8	- - No. 1197.—Seizure of his press. Damage, &c., 550*l.*
1198	Veuve François Xavier Poulin	Verchères	- - -	- - -	- - -	- - -	-	15 17 6	15 17 6	- - -	1838	
1199	Antoine Boisseau	- ditto	- - -	- - -	- - -	- - -	-	2 10 -	2 10 -	- - -	1838	No. 1201.—861*l.* 5*s.* claim on Dr Nelson's estate.
1200	Jean Baptiste St. Germain	St. Rémi	- - -	- - -	- - -	- - -	-	107 8 3	96 3 3	11 5 -	1837–8	- - No. 1203.—150*l.* Imprisonment seven
1201	O. Chaman	St. Denis	1,370 9 4	- - -	- - -	1,370 9 5	-	1,370 9 5	509 3 6	861 5 11	1837	weeks, and loss of credit therefrom.
1202	Benjamin Burland	St. John's	- - -	- - -	- - -	- - -	-	11 3 9	- - -	11 3 9	1838	- - No. 1204.—Indemnification for inter-
1203	Jean Baptiste Bourgen	St. Damase	- - -	- - -	- - -	- - -	-	161 - -	11 - -	150 - -	1837–8	ruption of office.
1204	H. Bondy	St. Pie	- - -	- - -	- - -	- - -	-	- - -	- - -			- - No. 1205.—Property burnt whilst on
1205	Thomas Howey	Quebec	- - -	- - -	- - -	- - -	-	20 1 -	20 1 -	- - -	- -	guard, that being so occupied, he was not
1206	Charles Cazeau	- ditto	- - -	- - -	- - -	- - -	-	- - -	- - -			there to put it out.
1207	Jeane Baptiste Allard	Beloeil	- - -	- - -	- - -	- - -	-	498 6 -	- - -	498 6 -	1838	- - No. 1207.—498*l.* 6*s.*, indemnity for
1208	Louis Bourdon	Montreal	- - -	- - -	- - -	- - -	C.	37 - -	- - -	37 - -	1837	imprisonment, &c.
1209	Augustin Archambault	La Présentation	- - -	- - -	- - -	- - -	-	11 17 6	9 7 6	2 10 -	1838	- - No. 1208.—37*l.*; three months' impri-
1210	L. M. Decoigne	Blairfindie	- - -	- - -	- - -	- - -	-	208 18 -	142 18 -	66 - -	1838	sonment, &c.
1211	Joseph Auclaire	- ditto	1,985 2 -	- - -	- - -	1,985 2 -	-	1,985 2 -	1,971 12 -	13 10 -	1838	
1212	Joseph Mageau	Contrecœur	- - -	- - -	- - -	- - -	-	2 5 6	2 5 6	- - -	1838	
1213	Joseph Trahan	Blairfindie	- - -	- - -	- - -	- - -	-	25 - -	25 - -	- - -	1838	
1214	Laurent Roy	- ditto	32 7 -	- - -	- - -	32 7 -	-	32 7 -	16 19 6	15 7 6	1837–8	
1215	Antoine Daigle	St. Ours	227 - 10	- - -	- - -	227 - 10	-	227 - 10	227 - 10	- - -	1837	
1216	Louis Mogé	- ditto	54 3 5	- - -	- - -	54 3 5	-	54 3 5	54 3 5	- - -	1837	
1217	Joseph Lamoureux	Contrecœur	- - -	- - -	- - -	- - -	-	42 11 -	38 19 -	3 12 -	1837	
1218	Pierre Bazinet	St. Rémi	- - -	- - -	- - -	- - -	-	22 15 7	22 15 7	- - -	1838	
1219	Joseph Gregoire	Ste. Scholastique	- - -	- - -	- - -	- - -	-	42 - -	42 - -	- - -	1837–8	
1220	Antoine Lacelle	St. Benoit	- - -	- - -	- - -	- - -	-	2 17 4	2 17 4	- - -	1837–8	
1221	Stanislas Ethier	- ditto	- - -	- - -	- - -	- - -	-	7 - -	7 - -	- - -	1837–8	
1222	Edouard Langlois	- ditto	- - -	- - -	- - -	- - -	-	7 12 6	7 12 6	- - -	1837–8	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1283	François Xavier Dumas	Lacolle	- - -	- - -	- - -	- - -	–	44 10 7	31 7 6	13 3 1	1837	13 *l.* 3 *s.* 1 *d.* Interest.
1284	L. Carpentier	- ditto	- - -	- - -	- - -	- - -	–	21 4 6	15 12 6	5 12 –	1838	5 *l.* 12 *s.* - ditto.
1285	J. Mongeau	St. Valentin	- - -	- - -	- - -	- - -	–	41 9 –	2 16 3	38 12 9	1837-8	37 *l.* 10 *s.* Imprisonment 5 months.
1286	P. Terieaux	Lacolle	- - -	- - -	- - -	- - -	–	15 – –	- - -	15 – –	1838	15 *l.* - - - ditto - 2 ditto.
1287	P. Hebert	- ditto	- - -	- - -	- - -	- - -	–	31 12 –	5 – –	26 12 –	1837-8	24 *l.* 10 *s.* - ditto - 3 ditto.
1288	J. Boucher	- ditto	- - -	- - -	- - -	- - -	–	15 – –	- - -	15 – –	1838	15 *l.* - - - ditto - 2 ditto.
1289	B. Lussier	- ditto	- - -	- - -	- - -	- - -	–	38 17 4	3 12 –	35 5 4	1837-8	33 *l.* 15 *s.* - ditto - 3 ditto.
1290	Jean Baptiste Juneau	- ditto	- - -	- - -	- - -	- - -	–	15 – –	- - -	15 – –	1838	15 *l.* - - - ditto - 2 ditto.
1291	M. Richard	- ditto	- - -	- - -	- - -	- - -	–	64 10 8	40 11 6	23 19 2	1837-8	17 *l.* 10 *s.* Interest.
1292	C. Latremouille	- ditto	30 4 4	- - -	- - -	30 4 4	–	67 8 2	35 15 10	31 12 4	1837-8	14 *l.* 9 *s.* 10 *d.* ditto Imp. 16 *l.* 12 *s.* 6 *d.*
1293	A. Poissant	- ditto	94 2 6	- - -	- - -	94 2 6	–	199 14 3	140 13 –	59 1 3	1838	
1294	E. Denaut	Lacadie	14 6 2	- - -	- - -	14 6 2	–	14 6 2	14 6 2	- - -	1838	
1295	F. Lafrance	St. Valentin	- - -	- - -	- - -	- - -	–	29 5 –	- - -	29 5 –	1838	29 *l.* 5 *s.* Imprisonment 3 months 27 days.
1296	P. Sygnory	- ditto	- - -	- - -	- - -	- - -	–	12 – –	- - -	12 – –	1838	12 *l.* - - - ditto - - - 48 days.
1297	Jean Baptiste Chagnon	Verchères	- - -	- - -	- - -	- - -	–	1 10 –	1 10 –	- - -	1838	
1298	J. Dansereau	- ditto	- - -	- - -	- - -	- - -	–	5 3 11	5 3 11	- - -	1838	
1299	J. Couillard	Chateauguay	30 – –	- - -	- - -	30 – –	–	39 – –	39 – –	- - -	1838	
1300	A. Poirier	St. Timothée	- - -	- - -	- - -	- - -	–	3 2 6	– 12 6	2 10 –	1838	
1301*a*	M. James	Ste. Scholastique	- - -	- - -	- - -	- - -	–	6 18 9	6 18 9	- - -	1837	
1301*b*	L. Berthelette	- ditto	10 – –	- - -	- - -	10 – –	–	10 10 –	10 10 –	- - -	1837	
1302	E. Chartier	St. Grégoire	- - -	- - -	- - -	- - -	–	464 10 –	464 10 –	- - -	1837	
1303	P. Vien	- ditto	- - -	- - -	- - -	- - -	–	6 8 9	6 8 9	- - -	1838	
1304	W. G. Clarke	St. John's	68 2 6	- - -	- - -	68 2 6	–	168 11 3	168 11 3	- - -	1837	Besides Pension for loss of limb.
1305	A. Magary	Sc. Armand	- - -	- - -	- - -	- - -	–	22 10 –	15 - –	7 10 –	1838	
1306	J. Rodrigue	St. Hermas	- - -	- - -	- - -	- - -	–	14 13 10	9 17 6	4 16 4	1837	
1307	P. Lauze	St. Eustache	- - -	- - -	- - -	- - -	–	10 4 9	10 4 9	- - -	1837	
1308	A. Rochon	- ditto	68 5 8	- - -	- - -	68 5 8	–	68 5 8	68 5 8	- - -	1837	
1309	James McCray	Hemmingford	- - -	- - -	- - -	- - -	–	10 – –	10 – –	- - -	1838	
1310	T. Mignault	St. Denis	136 18 –	- - -	- - -	136 18 –	–	136 18 –	136 18 –	- - -	1837	
1311	J. Amess	St. Geneviève	- - -	- - -	- - -	- - -	–	170 4 –	115 - –	55 4 –	1837	45 *l.* 4 *s.* Interest.
1312	J. E. Mignault	St. Denis	75 4 –	- - -	- - -	75 4 –	–	75 4 –	75 4 –	- - -	1837	
1313	F. P. Jalbert	- ditto	207 11 –	- - -	- - -	207 11 –	–	207 11 –	157 11 –	50 – –	1837	
1314	F. Marchand	St. John's	- - -	- - -	- - -	- - -	–	150 – –	150 – –	- - -	1838	
1315	P. Côte	St. Hyacinthe	- - -	- - -	- - -	- - -	–	11 – 9	11 – 9	- - -	1838	
1316	J. Jeannotte	St. Marc	- - -	- - -	- - -	- - -	–	275 9 1	275 9 1	- - -	1838	
1317	E. Tetrault	- ditto	- - -	- - -	- - -	- - -	–	180 8 1	180 8 1	- - -	1838	
1318	L. Petit	- ditto	4 10 6	- - -	- - -	4 10 6	–	4 10 6	4 10 6	- - -	1837	
1319	Veuve E. Tetrault	St. Charles	636 10 1	- - -	- - -	636 10 1	–	696 16 8	666 16 8	30 – –	1837	
1320	A. Tetrault	St. Marc	- - -	- - -	- - -	- - -	–	70 6 –	70 6 –	- - -	1838	
1321	Jean Baptiste Blanchard	- ditto	- - -	- - -	- - -	- - -	–	49 9 –	26 19 –	22 10 –	1838	
1322	J. Hubert	- ditto	- - -	- - -	- - -	- - -	–	68 14 1	65 14 1	3 – –	1838	
1323	F. J. Petit	- ditto	- - -	- - -	- - -	- - -	–	4 6 –	4 6 –	- - -	1838	
1324	E. Talham	Verchères	6 – –	- - -	- - -	6 – –	–	16 16 10	16 16 10	- - -	1837	
1325	A. Guerin	St. Eustache	- - -	- - -	- - -	- - -	–	1 12 6	1 12 6	- - -	1837	
1326	Rev. M. Previer	St. Pie	42 – 11	42 – 11	- - -	- - -	–	42 – 11	42 – 11	- - -	1838	
1327	B. Viger	Boucherville	- - -	- - -	- - -	- - -	–	2,047 – –	47 – –	2,000 – –	1837	2,000 *l.* Exile to Bermuda.
1328	P. Boyer	St Timothée	- - -	- - -	- - -	- - -	–	6 10 –	6 10 –	- - -	1838	
1329	P. Boyer	- ditto	- - -	- - -	- - -	- - -	–	4 5 –	1 5 –	3 – –	1838	
1330	F. Valade	Napierville	59 18 9	50 – –	9 18 9	- - -	–	50 – –	50 – –	- - -	1838	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1391	A. Dumas	Beauharnois	- - -	- - -	- - -	- - -	–	35 5 10	35 5 10	- - -	1838	
1392	C. Daout	- ditto	- - -	- - -	- - -	- - -	–	46 10 –	46 10 –	- - -	1838	
1393	S. Cecire	Chateauguay	- - -	- - -	- - -	- - -	–	14 10 –	6 – –	8 10 –	1838	
1394	J. B. Metras	St. Clément	- - -	- - -	- - -	- - -	–	88 11 10	88 11 10	- - -	1838	
1395	J. Frenche	St. Benoit	- - -	- - -	- - -	- - -	–	6 7 9	6 7 9	- - -	1837	
1396	T. Richer	- ditto	20 13 –	- - -	- - -	20 13 –	–	20 13 –	20 13 –	- - -	1837	
1397	Jean Baptiste Augia	- ditto	11 11 8	- - -	- - -	11 11 8	–	11 11 8	11 11 8	-	1837	
1398	Jean Baptiste Dupras	St. Jerome	- - -	- - -	- - -	- - -	–	64 14 –	64 14 –	- - -	1837	
1399	L. Leblanc	St. Benoit	47 10 –	- - -	- - -	47 10 –	–	47 10 –	47 10 –	- - -	1837	
1400	F. Dupras	- ditto	- - -	- - -	- - -	- - -	–	28 8 4	28 8 4	- - -	1837	
1401	J. Loncin	- ditto	- - -	- - -	- - -	- - -	–	15 – –	12 10 –	2 10 –	1837	
1402	C. St. Denis	- ditto	- - -	- - -	- - -	- - -	–	9 10 –	9 10 –	- - -	1837	
1403	Jean Baptiste Brunet	- ditto	- - -	- - -	- - -	- - -	–	3 11 8	3 11 8	- - -	1837	
1404	François Xavier Ouellette	- ditto	- - -	- - -	- - -	- - -	–	2 9 8	2 9 8	- - -	1837	
1405	J. Augrignon	- ditto	- - -	- - -	- - -	- - -	–	9 15 –	9 15 –	- - -	1837	
1406	J. St. Denis	- ditto	- - -	- - -	- - -	- - -	–	65 3 6	65 3 6	- - -	1837	
1407	A Demers	- ditto	14 12 6	- - -	- - -	14 12 6	–	14 12 6	14 12 6	- - -	1837	
1408	J. Boyer	- ditto	25 10 –	- - -	- - -	25 10 –	–	25 10 –	25 10 –	- - -	1837	
1409	Jean Baptiste Augrignon	- ditto	2 17 2	- - -	- - -	2 17 2	–	2 17 2	2 17 2	- - -	1837	
1410	Jean Baptiste Monceaux	- ditto	- - -	- - -	- - -	- - -	–	- - -	- - -	- - -	- -	Renews former claim.—Not found.
1411	G. Perrier	- ditto	358 17 6	- - -	- - -	358 17 6	–	358 17 6	358 17 6	- - -	1837	
1412	L. Joron	- ditto	- - -	- - -	- - -	- - -	–	163 – –	163 – –	- - -	1837	
1413	J. Seguin	- ditto	20 9 2	- - -	- - -	20 9 2	–	20 9 2	20 9 2	- - -	1837	
1414	A. Frenche	- ditto	6 6 6	- - -	- - -	6 6 6	–	6 6 6	6 6 6	- - -	1837	
1415	J. Daout	- ditto	- - -	- - -	- - -	- - -	–	39 10 5	39 10 5	- - -	1837	
1416	Veuve H. Proulx	- ditto	- - -	- - -	- - -	- - -	–	36 3 9	36 3 9	- - -	1837	
1417	J. Goyer	- ditto	- - -	- - -	- - -	- - -	–	6 – 2	6 – 2	- - -	1837	
1418	J. Richer	St. Timothée	9 15 7	- - -	- - -	9 15 7	–	16 5 7	16 5 7	- - -	1837	
1419	Jean Baptiste Langlois	St. Eustache	- - -	- - -	- - -	- - -	–	25 3 10	25 3 10	- - -	1837	
1420	B. Lalonde	St. Benoit	3 15 –	- - -	- - -	3 15 –	–	3 12 6	2 10 –	1 2 6	1837	
1421	P. Monette	- ditto	11 3 4	- - -	- - -	11 3 4	–	22 13 4	17 17 6	4 15 10	1837	
1422	J. Dumoulin	- ditto	- - -	- - -	- - -	- - -	–	18 9 3	18 9 3	- - -	1837	
1423	Veuve P. Filiatrault	- ditto	6 4 10	- - -	- - -	6 4 10	–	9 4 10	9 4 10	- - -	1837	
1424	D. Langlois	St Eustache	- - -	- - -	- - -	- - -	–	7 – 3	7 – 3	- - -	1837	
1425	A. Charbonneau	St. Benoit	- - -	- - -	- - -	- - -	C.	8 3 1	8 3 1	- - -	1837	
1426	L. Frenche	- ditto	14 10 –	- - -	- - -	14 10 –	–	14 10 –	14 10 –	- - -	1837	
1427	S. Chatterton	St. John's	189 4 10	100 – –	89 4 10	- - -	–	100 – –	100 – –	- - -	1838	
1428	J. Balthazar	Ste. Marie	- - -	- - -	- - -	- - -	–	2 10 –	2 10 –	- - -	1838	
1429	A. Senecal	Verchères	- - -	- - -	- - -	- - -	–	10 8 4	10 8 4	- - -	1838	
1430	C. Bradford	St. Philippe	- - -	- - -	- - -	- - -	–	65 5 –	15 5 –	50 – –	1838	
1431	A. Godin	St. Eustache	- - -	- - -	- - -	- - -	–	20 – –	20 – –	- - -	1837	
1432	P. Godin	- ditto	- - -	- - -	- - -	- - -	–	7 10 –	7 10 –	- - -	1837	
1433	J. Paquet	- ditto	- - -	- - -	- - -	- - -	–	11 1 8	11 1 8	- - -	1837	
1434	P. B. Lefèbre	- ditto	9 8 6	6 – –	3 8 6	- - -	–	6 – –	6 – –	- - -	1837	
1435	J. Lefèbre	- ditto	11 2 6	4 – –	7 2 6	- - -	–	4 – –	4 – –	- - -	1837	
1436	M. Fortier	St. Timothée	- - -	- - -	- - -	- - -	–	11 7 6	– 7 6	11 – –	1838	
1437	Veuve F. Bourbonnière	St. Jean	- - -	- - -	- - -	- - -	–	13 16 8	9 6 8	4 10 –	1837-8	
1438	Jean Baptiste E. Durocher	St. Charles	390 8 2	- - -	- - -	390 8 2	–	390 8 2	390 8 2	- - -	1837-8	
1439	A. Lenoir	St. Antoine	- - -	- - -	- - -	- - -	–	137 10 –	43 5 –	94 5 –	1837	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.				REMARKS.
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1500	J. Abbott	West Hatley	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	1839	- - No. 1500.—Claimant fell from his horse in 1839, going to drill, and received injury from the fall.
1501	F. A. Laroque	Montreal	150 15 3	- - -	- - -	150 15 3	-	289 - -	200 - -	89 - -	1838	
1502	H. Craig	Beauharnois	- - -	- - -	- - -	- - -	-	41 4 11	41 4 11	- - -	1838	
1503	V. Coucher	St. Eustache	30 10 4	- - -	- - -	30 10 4	-	30 10 4	29 10 4	1 - -	1837	
1504	L. Crevier	St. Laurent	- - -	- - -	- - -	- - -	-	4 - -	4 - -	- - -	1837	
1505	J. Leroux	St. Augustin	- - -	- - -	- - -	- - -	-	2 10 -	2 10 -	- - -	1838	
1506	A. Giroux	- ditto	- - -	- - -	- - -	- - -	-	2 - -	2 - -	- - -	1838	
1507	M. Crevier	St. Laurent	- - -	- - -	- - -	- - -	-	4 - -	4 - -	- - -	1837	
1508	A. Duquette	St. Augustin	- - -	- - -	- - -	- - -	-	39 4 10	26 6 9	12 18 1	1837	12 *l.* 18 *s.* 1 *d.* Interest.
1509	Veuve J. Dandurand	Montreal	- - -	- - -	- - -	- - -	-	4 1 9	4 1 9	- - -	1838	
1510	J. B. Tetreau	St. Denis	65 8 7	- - -	- - -	65 8 7	-	65 8 7	61 18 7	3 10 -	1837-8	
1511	J. Patton	Beauharnois	25 10 -	4 15 -	21 15 -	- - -	-	4 15 -	4 15 -	- - -	1837	
1512	B. Oligny	St. Rémi	- - -	- - -	- - -	- - -	-	53 5 3	31 10 3	21 15 -	1838	21 *l.* 15 *s.* Interest.
1513	J. Oligny	- ditto	- - -	- - -	- - -	- - -	-	993 - 3	782 16 5	210 3 10	1838	
1514	F. Danis	Côte des Neiges	- - -	- - -	- - -	- - -	-	317 12 -	208 - -	109 12 -	1837	109 *l.* Interest.
1515	L. S. Chiniquy	St. Roch	- - -	- - -	- - -	- - -	-	400 - -	400 - -	- - -	1837	
1516	J. Atkinson	Hemmingford	- - -	- - -	- - -	- - -	-	75 - -	75 - -	- - -	1840	
1517	M. Borne	Quebec	- - -	- - -	- - -	- - -	-	408 - -	284 - -	124 - -	1837-8	124 *l.* Interest.
1518	A. Gauvin	La Presentation	- - -	- - -	- - -	- - -	-	7 12 2	7 12 2	- - -	1837	
1519	François Gosselin	- ditto	- - -	- - -	- - -	- - -	-	3 3 2	3 3 2	- - -	1837	
1520	T. O. Gauvin	- ditto	- - -	- - -	- - -	- - -	-	4 - 3	4 - 3	- - -	1837	
1521	M Brouillet	- ditto	- - -	- - -	- - -	- - -	-	12 16 11	12 16 11	- - -	1837	
1522	J. Chapdeline	- ditto	- - -	- - -	- - -	- - -	-	6 - 10	6 - 10	- - -	1837	
1523	J. Barnard	- ditto	- - -	- - -	- - -	- - -	-	1 14 11	1 14 11	- - -	1837	
1524	G. Gagnon	- ditto	- - -	- - -	- - -	- - -	-	5 7 11	5 7 11	- - -	1837	
1525	J. Jarret	- ditto	- - -	- - -	- - -	- - -	-	5 13 6	5 13 6	- - -	1837	
1526	P. Drapeau	- ditto	- - -	- - -	- - -	- - -	-	5 15 7	5 15 7	- - -	1837	
1527	F. Larivière	- ditto	- - -	- - -	- - -	- - -	-	6 5 3	3 3 9	3 1 6	1837	
1528	Jean Baptiste Jarret	- ditto	40 3 11	- - -	- - -	40 3 11	-	49 9 6	49 9 6	- - -	1837	
1529	H. Dumonchel	St. Hermas	- - -	- - -	- - -	- - -	-	91 4 2	91 4 2	- - -	1837	
1530	L. A. Desrochers	St. Benoit	- - -	- - -	- - -	- - -	-	1,154 15 8	1,154 15 8	- - -	1837	
1531	F. Lalonde	- ditto	- - -	- - -	- - -	- - -	-	15 19 7	9 13 4	6 6 3	1837	
1532	O. Brisebois	- ditto	- - -	- - -	- - -	- - -	-	25 8 2	25 8 2	- - -	1837	
1533	G. Menard	- ditto	- - -	- - -	- - -	- - -	-	20 3 -	20 3 -	- - -	1837	
1534	J. Perrier	Ste. Scholastique	714 9 2	- - -	- - -	714 9 2	-	714 9 4	714 9 4	- - -	1837	
1535	A. Hébert	Chateauguay	- - -	- - -	- - -	- - -	-	38 14 9	37 14 9	1 - -	1838	
1536	T. Cherrier	Montreal	- - -	- - -	- - -	- - -	-	130 - -	130 - -	- - -	1837-8	
1537	C. Rochon	Ste. Scholastique	- - -	- - -	- - -	- - -	-	117 6 -	117 6 -	- - -	1837-8	
1538	J. Brazeau	- ditto	32 15 7	- - -	- - -	32 15 7	-	32 15 7	32 15 7	- - -	1837	
1539	J. Lacombe	- ditto	- - -	- - -	- - -	- - -	-	26 5 -	26 5 -	- - -	1837-8	
1540	F. Fugas	- ditto	- - -	- - -	- - -	- - -	-	44 5 -	44 5 -	- - -	1837-8	
1541	A. Desormeau	Bytown	- - -	- - -	- - -	- - -	-	48 3 -	48 3 -	- - -	1837	
1542	L. Dorion	- ditto	14 4 4	- - -	- - -	14 4 4	-	14 4 4	14 4 4	- - -	1837	
1543	Jean Baptiste Raymond	Montreal	- - -	- - -	- - -	- - -	-	49 15 -	49 15 -	- - -	1837	
1544	J. Barbeau	St. Constant	- - -	- - -	- - -	- - -	-	56 - -	56 - -	- - -	1838	
1545	J. Bissonnette	St. Valentin	- - -	- - -	- - -	- - -	-	19 7 4	12 15 -	6 12 4	1838	
1546	J. Pinsonnault	Lacolle	- - -	- - -	- - -	- - -	-	33 19 6	11 5 -	22 14 6	1838	18 *l.* Interest.
1547	François Xavier Lavigne	- ditto	- - -	- - -	- - -	- - -	-	9 14 8	6 17 6	2 17 2	1838	
1548	L. Dumas	- ditto	- - -	- - -	- - -	- - -	-	16 8 2	8 14 -	7 14 2		

1549	C. Levac	Cedars	-	-	-	-	-	-	-	-	-	-	-	-	-	1838	- - Nos. 1549-50.—The Claimant asserts that his son was killed, without cause, by a Serjeant of the 73d Regiment. No sum stated.
1550	Ditto	- ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	1838	
1551	Veuve A. Lalonde	Bytown	-	-	-	-	-	-	-	-	4 13 3	4 13 3	-	-	-	1837	
1552	L. Chenier	- ditto	-	-	-	-	-	-	-	-	109 19 6	109 19 6	-	-	-	1837	
1553	François Côte	Rouville	-	-	-	-	-	-	-	-	39 14 1	24 6 4	15 7 9			1837	
1554	J. Robitaille	- ditto	-	-	-	-	-	-	-	-	25 2 6	- - -	25 2 6			1838	
1555	L. J. Authier	- ditto	-	-	-	-	-	-	-	-	3 5 -	2 - -	1 5 -			1838	
1556	E. Douville	- ditto	-	-	-	-	-	-	-	-	5 18 8	5 18 8	- - -			1838	
1557	Jean Baptiste L'Heureux	- ditto	-	-	-	-	-	-	-	-	10 15 9	1 9 9	9 6 -			1837-8	
1558	Jean Baptiste Fontaine	- ditto	-	-	-	-	-	-	-	-	29 8 3	1 5 5	28 2 10			1837-8	
1559	T. Lagarde	- ditto	-	-	-	-	-	-	-	-	15 8 2	1 6 6	14 1 8			1837-8	
1560	J. Fourré	- ditto	-	-	-	-	-	-	-	-	7 9 -	3 17 6	3 11 6			1837	
1561	F. Ménard	Boucherville	-	-	-	-	-	-	-	-	19 5 -	13 10 -	5 15 -			1838	
1562	E. P. Rochon	St. Louis	-	-	-	-	-	-	-	C.	1,944 - 5	38 19 -	1,905 1 5			1838	- - No. 1562.—Loss on property by sale, suspension of business, imprisonment and exile, 1,905 *l.* 1 *s.* 5 *d.*
1563	M. A. Lemaitre	Ste. Anne	-	-	-	-	-	-	-	-	18 7 6	13 16 -	4 11 6			1838	
1564	Jean Baptiste Delorme	St. Bruneau	-	-	-	-	-	-	-	-	58 3 -	41 - -	17 3 -			1838	17 *l.* 3 *s.* Interest.
1565	A. Deneau	Beauharnois	-	-	-	-	-	-	-	-	52 14 8	52 14 8	- - -			1838	
1566	P. Thibodeau	St. Scholastique	-	-	-	-	-	-	-	-	6 8 8	6 8 8	- - -			1837	
1567	M. Sarazin	- ditto	-	-	-	-	-	-	-	-	5 18 7	5 18 7	- - -			1837	
1568	L. Rodrigue	- ditto	-	-	-	-	-	-	-	-	9 5 10	9 5 10	- - -			1837	
1569	J. Loiseau	Boucherville	-	4 6 9	-	-	-	4 6 9	-	-	35 6 8	29 1 8	6 5 -			1838	
1570	Jean Baptiste La Brosse	St. Hermas	-	-	-	-	-	-	-	-	1 15 -	1 15 -	- - -			1837	
1571	J. Robillard	- ditto	-	-	-	-	-	-	-	-	4 3 6	4 3 6	- - -			1837	
1572	B. Danis	- ditto	-	-	-	-	-	-	-	-	9 - -	9 - -	- - -			1837	
1573	T. Le May	Rouville	-	-	-	-	-	-	-	-	200 - -	- - -	200 - -			1837-8	- - No. 1573.—200 *l.* Detention by Insurgents at St. Charles, and absence from home.
1574	A. Blair	St. Césaire	-	-	-	-	-	-	-	-	50 - -	- - -	50 - -			1837	
1575	P. Carreau	Ste. Marie	-	-	-	-	-	-	-	-	25 5 -	12 15 -	12 10 -			1837-8	
1576	R. Martineau	Napierville	-	-	-	-	-	-	-	-	18 9 7	19 9 7	- - -			1838	
1577	S. Gamache	- ditto	-	-	-	-	-	-	-	-	15 - -	15 - -	- - -			1838	
1578	Jean Baptiste Goyet	St. Athanase	-	4 18 -	-	-	-	4 18 -	-	-	6 8 2	6 8 2	- - -			1838	
1579	J. Clouâtre	St. Luc	-	-	-	-	-	-	-	-	25 - -	25 - -	- - -			1838	
1580	J. L. Channel	Stanstead	-	-	-	-	-	-	-	-	99 10 -	- - -	99 10 -			1838	Imprisonment.
1581	Ira Wilson	Lacolle	-	11 16 3	-	-	-	11 16 3	-	-	11 16 3	11 16 3					
1582	A. Sabourin	St. Valentin	-	-	-	-	-	-	-	-	24 - 11	24 - 11	- - -			1838	
1583	J. Boucher	Huntingdon	-	-	-	-	-	-	-	-	11 9 -	11 9 -	- - -			1838	
1584	A. Bisson, sen.	- ditto	-	-	-	-	-	-	-	-	3 10 -	3 10 -	- - -			1838	
1585	J. Brisson	St. Rémi	-	-	-	-	-	-	-	-	7 10 -	7 10 -	- - -			1838	
1586	F. Mailloux	- ditto	-	-	-	-	-	-	-	-	9 10 -	9 10 -	- - -			1838	
1587	B. Lefèbre	- ditto	-	-	-	-	-	-	-	-	14 - -	14 - -	- - -			1838	
1588	F. Camiré	St. Constant	-	-	-	-	-	-	-	C.	758 18 6	716 18 6	42 - -			1837-8	
1589	M. Bolducque	St. Rémi	-	-	-	-	-	-	-	-	10 12 6	10 12 6	- - -			1838	
1590	C. Beaudin	- ditto	-	-	-	-	-	-	-	-	12 10 -	12 10 -	- - -			1838	
1591	E. Cardinal	Ste. Martine	-	-	-	-	-	-	-	-	18 12 6	18 12 6	- - -			1838	
1592	Z. Duquette	St. Rémi	-	-	-	-	-	-	-	-	1 15 -	1 15 -	- - -			1838	
1593	Veuve F. N. Trudeau	Napierville	-	-	-	-	-	-	-	-	- - -	- - -	- - -			1838	
1594	O. Asselin	St. Rémi	-	-	-	-	-	-	-	-	10 - -	10 - -	- - -			1838	
1595	P. Pinsonneault	- ditto	-	-	-	-	-	-	-	-	1 10 -	1 10 -	- - -			1838	
1596	G. Barriteau	- ditto	-	-	-	-	-	-	-	-	7 10 -	7 10 -	- - -			1838	
1597	C. Dupuis	- ditto	-	-	-	-	-	-	-	-	1 15 -	1 15 -	- - -			1838	
1598	Jean Baptiste Lamarre	- ditto	-	-	-	-	-	-	-	-	22 10 -	22 10 -	- - -			1838	
1599	J. Girard	- ditto	-	-	-	-	-	-	-	-	10 5 -	10 5 -	- - -			1838	
1600	A. Labonté	- ditto	-	-	-	-	-	-	-	-	55 7 6	55 7 6	- - -			1838	
1601	Jean Baptiste Brisson	- ditto	-	-	-	-	-	-	-	-	8 2 6	8 2 6	- - -			1838	
1602	A. Roi	- ditto	-	-	-	-	-	-	-	-	11 2 6	11 2 6	- - -			1838	
1603	N. Rouillé	- ditto	-	-	-	-	-	-	-	-	6 5 -	6 5 -	- - -			1838	
1604	N. Pateaude	- ditto	-	-	-	-	-	-	-	-	5 15 -	5 15 -	- - -			1838	
1605	A. Beauchamps, jun.	- ditto	-	-	-	-	-	-	-	-	26 15 -	26 15 -	- - -			1838	
1606	Jean Baptiste Brisson	- ditto	-	-	-	-	-	-	-	-	10 - -	10 - -	- - -			1838	
1607	G. Gaudin	- ditto	-	102 8 8	-	-	-	102 8 8	-	-	108 4 6	108 4 6	- - -			1838	
1608	M. Brien	- ditto	-	-	-	-	-	-	-	-	10 17 6	10 17 6	- - -			1838	

(*continued.*)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1609	N. Trudelle	St. Rémi	- - -	- - -	- - -	- - -	–	26 10 –	26 10 –	- - -	1838	
1610	R. Vieau	- ditto	- - -	- - -	- - -	- - -	–	2 5 –	2 5 –	- - -	1838	
1611	P. Vaillancour	- ditto	- - -	- - -	- - -	- - -	–	13 10 –	13 10 –	- - -	1838	
1612	P. Laroche	- ditto	- - -	- - -	- - -	- - -	–	17 10 –	17 10 –	- - -	1838	
1613	F. Papineau	Ste. Martine	- - -	- - -	- - -	- - -	–	17 15 –	17 15 –	- - -	1838	
1614	F. Truclos	- ditto	- - -	- - -	- - -	- - -	–	34 6 8	34 6 8	- - -	1838	
1615	J. Raimond	St. Rémi	- - -	- - -	- - -	- - -	–	25 10 –	25 10 –	- - -	1838	
1616	L. Laplante	- ditto	- - -	- - -	- - -	- - -	–	26 5 –	26 5 –	- - -	1838	
1617	F. Lemieux	St. Pierre	22 13 6	- - -	- - -	22 13 6	–	26 – –	26 – –	- - -	1838	
1618	Veuve A. Cardinal	St. Rémi	- - -	- - -	- - -	- - -	–	1 10 –	1 10 –	- - -	1838	
1619	T. Gibeau	- ditto	- - -	- - -	- - -	- - -	–	4 1 6	4 1 6	- - -	1838	
1620	P. Marcotte	- ditto	- - -	- - -	- - -	- - -	–	7 3 –	7 3 –	- - -	1838	
1621	A. Barette	- ditto	- - -	- - -	- - -	- - -	–	9 – –	9 – –	- - -	1838	
1622	A. Perras	- ditto	- - -	- - -	- - -	- - -	–	20 5 8	20 5 8	- - -	1838	
1623	P. Gaborrieau	- ditto	- - -	- - -	- - -	- - -	–	13 12 –	13 12 –	- - -	1838	
1624	L. Durivage	- ditto	- - -	- - -	- - -	- - -	–	14 15 –	14 15 –	- - -	1838	
1625	J. Lemieux	- ditto	11 11 5	- - -	- - -	11 11 5	–	12 18 9	12 18 9	- - -	1838	
1626	A. Normandin	- ditto	- - -	- - -	- - -	- - -	–	20 – –	20 – –	- - -	1838	
1627	Jean Baptiste Ste. Marie	St. Constant	- - -	- - -	- - -	- - -	–	27 10 –	27 10 –	- - -	1838	
1628	J. Moquin	St. Rémi	- - -	- - -	- - -	- - -	–	11 9 –	11 9 –	- - -	1838	
1629	P. Bruneau	- ditto	- - -	- - -	- - -	- - -	–	10 9 6	10 9 6	- - -	1838	
1630	P. Trudos	- ditto	- - -	- - -	- - -	- - -	–	3 5 –	3 5 –	- - -	1838	
1631	P. M. Lefèbre	- ditto	- - -	- - -	- - -	- - -	–	12 3 –	12 3 –	- - -	1838	
1632	H. M'Leod	- ditto	6 – –	- - -	- - -	6 – –	–	9 7 –	9 7 –	- - -	1838	
1633	J. Troie	- ditto	- - -	- - -	- - -	- - -	–	11 10 –	11 10 –	- - -	1838	
1634	C. Labonté	- ditto	- - -	- - -	- - -	- - -	–	16 2 6	16 2 6	- - -	1838	
1635	E. Leclaire	- ditto	- - -	- - -	- - -	- - -	–	1 10 –	1 10 –	- - -	1838	
1636	J. Pepin	- ditto	- - -	- - -	- - -	- - -	–	21 – –	21 – –	- - -	1838	
1637	S. Pinsonneault	- ditto	- - -	- - -	- - -	- - -	–	1 19 4	1 19 4	- - -	1838	
1638	M. Pattenaude	- ditto	- - -	- - -	- - -	- - -	–	11 12 6	11 12 6	- - -	1838	
1639	W. Towbin	- ditto	- - -	- - -	- - -	- - -	–	5 17 –	5 17 –	- - -	1838	
1640	A. Lefèbre	St. Constant	- - -	- - -	- - -	- - -	–	35 11 –	35 11 –	- - -	1838	
1641	G. Raimond	Ste. Martine	- - -	- - -	- - -	- - -	–	14 5 –	14 5 –	- - -	1838	
1642	C. Rielle	St. Rémi	- - -	- - -	- - -	- - -	–	11 19 9	11 19 9	- - -	1838	
1643	H. Longtin	- ditto	- - -	- - -	- - -	- - -	–	13 5 –	13 5 –	- - -	1838	
1644	Jean Baptiste St. Germain	- ditto	- - -	- - -	- - -	- - -	–	9 10 –	9 10 –	- - -	1838	
1645	G. Lauchetière	St. Isidore	- - -	- - -	- - -	- - -	–	6 5 –	6 5 –	- - -	1838	
1646	B. Lefèbre	St Rémi	- - -	- - -	- - -	- - -	–	1 10 –	1 10 –	- - -	1838	
1647	P. Leriger	- ditto	- - -	- - -	- - -	- - -	–	23 1 2	23 1 2	- - -	1838	
1648	A. Provost	St. Constant	- - -	- - -	- - -	- - -	–	11 6 –	11 6 –	- - -	1838	
1649	T. Martin	St. Rémi	- - -	- - -	- - -	- - -	–	8 10 –	8 10 –	- - -	1838	
1650	J. Longtin	St. Constant	- - -	- - -	- - -	- - -	C.	- - -	- - -	- - -	1838	
	Moise Longtin	- ditto	- - -	- - -	- - -	- - -	C.	151 5 3	11 5 3	140 – –	1838	140 *l.* Imprisonment.
1651	C. Raisenne	St. Benoit	- - -	- - -	- - -	- - -	–	156 5 –	6 5 –	150 – –	1838	- - 1651.—150 *l.* For three years' exclusion from his profession as a notary, owing to the loss of his books when prepared to pass his examination as notary.
1652	A. Cherrier	Vaudreuil	- - -	- - -	- - -	- - -	–	10 – –	10 – –	- - -	1837	
1653	F. Joannette	St. Eustache	- - -	- - -	- - -	- - -	–	2 – –	2 – –	- - -	1837	
1654	M. A. Roussel	St. Martin	- - -	- - -	- - -	- - -	–	52 8 9	37 8 9	15 – –	1837	
1655	R. Barbe	Montreal	- - -	- - -	- - -	- - -	–	20 – –	20 – –	- - -	1837	
1656	E. Soupras	St. Matthias	448 17 6	- - -	- - -	448 17 6	–	448 17 6	- - -	448 17 6	1837	- - Claim against Dr. Nelson's estate, 448 *l.* 17 *s.* 6 *d.*

1657	A. Kimeneur	St. Charles	-	-	-	-	-	-	-	-	-	-	20 4 4	3 15 -	16 9 4	1837-8	
1658	C. Charpentier	Baie du Febvre	-	-	-	-	-	-	-	-	-	-	200 12 6	- - -	200 12 6	1837-8	200*l.* 12*s.* 6*d.* Imprisonment.
1659	J. Duron	St. Rémi	-	-	-	-	-	-	-	-	-	-	13 17 6	13 17 6	- - -	1838	
1660	H. German	Napierville	-	-	-	-	-	-	-	-	-	-	30 19 4	30 19 4	- - -	1837-8	
1661	J. B. Jervais	St. Rémi	-	-	-	-	-	-	-	-	-	-	18 15 6	18 15 6	- - -	1838	
1662	F. Desmarais	- ditto	-	-	-	-	-	-	-	-	-	-	31 1 -	31 1 -	- - -	1838	
1663	H. Asselin	St. Constant	-	-	-	-	-	-	-	-	-	-	4 5 -	4 5 -	- - -	1838	
1664	A. Barbeau	St. Rémi	-	-	-	-	-	-	-	-	-	-	16 2 2	16 2 2	- - -	1838	
1665	F. Boyer	St. Constant	-	-	-	-	-	-	-	-	-	-	7 - -	7 - -	- - -	1838	
1666	A. Lavigne	- ditto	-	-	-	-	-	-	-	-	-	-	12 5 -	5 10 -	6 15 -	1838	
1667	A. Rochon	St. Eustache	-	68 5 9	-	-	-	-	68 5 9	-	-	-	68 5 9	68 5 9	- - -	1837-8	
1668	H. Rhéaume	St. Rémi	-	-	-	-	-	-	-	-	-	-	20 11 6	20 11 6	- - -	1838	
1669	O. Desnoyers	- ditto	-	-	-	-	-	-	-	-	-	-	5 10 -	5 10 -	- - -	1838	
1670	F. Reindeau	- ditto	-	-	-	-	-	-	-	-	-	-	2 - -	2 - -	- - -	1838	
1671	T. Charbonneau	- ditto	-	-	-	-	-	-	-	-	-	-	45 10 -	45 10 -	- - -	1838	
1672	O. Surprenant	- ditto	-	-	-	-	-	-	-	-	-	-	7 10 -	7 10 -	- - -	1838	
1673	A. Belanger	- ditto	-	-	-	-	-	-	-	-	-	-	12 10 10	12 10 10	- - -	1838	
1674	S. Brisson	- ditto	-	-	-	-	-	-	-	-	-	-	14 12 3	14 12 3	- - -	1838	
1675	J. Brasseau	- ditto	-	-	-	-	-	-	-	-	-	-	54 5 -	54 5 -	- - -	1838	
1676	A. Boutillier	- ditto	-	-	-	-	-	-	-	-	-	-	6 10 -	6 10 -	- - -	1838	
1677	H. Dalpe	- ditto	-	-	-	-	-	-	-	-	-	-	5 10 -	5 10 -	- - -	1838	
1678	P. Boucher	- ditto	-	-	-	-	-	-	-	-	-	-	26 10 2	26 10 2	- - -	1838	
1679	L. Beauchamp	- ditto	-	-	-	-	-	-	-	-	-	-	10 2 6	10 2 6	- - -	1838	
1680	L. Lecompte	- ditto	-	-	-	-	-	-	-	-	-	-	6 4 -	6 4 -	- - -	1838	
1681	J. Dro'et	- ditto	-	-	-	-	-	-	-	-	-	-	3 - -	3 - -	- - -	1838	
1682	A. Doyon	- ditto	-	-	-	-	-	-	-	-	-	-	2 - -	2 - -	- - -	1838	
1683	J. Boyer	- ditto	-	-	-	-	-	-	-	-	-	-	3 10 -	3 10 -	- - -	1838	
1684	G. Tareau	- ditto	-	-	-	-	-	-	-	-	-	-	8 15 -	8 15 -	- - -	1838	
1685	F. Barthiaume	- ditto	-	-	-	-	-	-	-	-	-	-	72 8 9	72 8 9	- - -	1838	
1686	A. Bisson	- ditto	-	-	-	-	-	-	-	-	-	-	41 5 -	41 5 -	- - -	1838	
1687	F. Malo	Montreal	-	-	-	-	-	-	-	-	-	-	320 5 11	78 - 6	242 5 5	1837-8	
1688	P. Dumouchelle	Ste. Martine	-	-	-	-	-	-	-	-	-	-	48 13 6	34 10 -	14 3 6	1837-8	
1689	L. Marcoux	Ste. Marie	-	-	-	-	-	-	-	-	-	-	12 13 3	10 9 3	2 4 -	1838	
1690	Jean Baptiste Bernard	Belœil	-	-	-	-	-	-	-	-	-	-	43 3 -	26 3 -	17 - -	1837-8	
1691	J. Côté	Chateauguay	-	-	-	-	-	-	-	-	-	-	27 12 4	27 12 4	- - -	1838	
1692	J. H. Surprenant	Napierville	-	-	-	-	-	-	-	-	-	-	30 4 -	21 - -	9 4 -	1838	
1693	A. Leduc	St. Charles	-	6 13 4	-	-	-	-	6 13 4	-	-	-	6 13 4	6 13 4	- - -	1837-8	
1694	C. Thibault	Napierville	-	-	-	-	-	-	-	-	-	-	19 18 -	15 - -	4 18 -	1838	
1695	P. Boissonneau	- ditto	-	-	-	-	-	-	-	-	-	-	30 2 -	14 10 -	15 12 -	1838	
1696	J. Remillard	- ditto	-	-	-	-	-	-	-	-	-	-	7 14 -	7 14 -	- - -	1838	
1697	C. Lucier	- ditto	-	-	-	-	-	-	-	-	-	-	71 - -	50 - -	21 - -	1838	- - No. 1697.—40*l.* For the loss of a horse four years, and 21 *l.* for interest.
1698	J. Remillard	- ditto	-	-	-	-	-	-	-	-	-	-	1,176 1 -	828 10 -	347 11 -	1838	347*l.* 11*s.* Interest.
1699	C. Martineau	- ditto	-	30 5 -	-	-	-	-	30 5 -	-	-	-	176 13 -	30 5 -	146 8 -	1838	
1700	P. Blais	- ditto	-	-	-	-	-	-	-	-	-	-	5 - -	3 - -	2 - -	1838	
1701	N. Boudreault	- ditto	-	-	-	-	-	-	-	-	-	-	14 4 -	10 - -	4 4 -	1838	
1702	P. Duteau	- ditto	-	6 12 8	-	-	-	-	6 12 8	-	-	-	6 12 8	6 12 8	- - -	1838	
1703	A. Landry	- ditto	-	-	-	-	-	-	-	-	-	-	17 15 -	17 15 -	- - -	1838	
1704	T. Brunelle	- ditto	-	-	-	-	-	-	-	-	-	-	—	—	—		
1705	J. Cardinal	- ditto	-	-	-	-	-	-	-	-	-	-	27 16 -	19 15 -	8 1 -	1838	
1706	A. Paré	- ditto	-	-	-	-	-	-	-	-	-	-	363 10 -	256 1 -	107 9 -	1838	107*l.* 9*s.* Interest.
1707	X. Barbauld	- ditto	-	-	-	-	-	-	-	-	-	-	552 16 6	389 14 6	163 2 -	1838	163*l.* 2*s.* - ditto.
1708	J. Smith	- ditto	-	-	-	-	-	-	-	-	-	-	616 19 4	434 19 4	182 - -	1838	182*l.* - - ditto.
1709	F. Trepanier	- ditto	-	-	-	-	-	-	-	-	-	C.	821 3 -	578 12 -	242 11 -	1838	242*l.* 11*s.* - ditto.
1710	W. Robertson	- ditto	-	-	-	-	-	-	-	-	-	-	—	—	—		
1711	S. Corbière	Lacolle	-	65 9 10	-	-	-	-	65 9 10	-	-	-	65 9 10	65 9 10	- - -	1838	
1712	F. Lamoureux	St. George	-	-	-	-	-	-	-	-	-	-	18 - -	18 - -	- - -	1837-8	
1713	M. Brunelle	Varennes	-	-	-	-	-	-	-	-	-	-	25 - -	- - -	25 - -	1838	
1714	A. Tremblay	St. Valentin	-	8 10 -	-	-	-	-	8 10 -	-	-	-	20 - 3	20 - 3	- - -	1837-8	
1715	A. Duquette	Henryville	-	-	-	-	-	-	-	-	-	-	38 11 11	38 11 11	- - -	1838	
1716	E. Belanger	- ditto	-	-	-	-	-	-	-	-	-	-	12 - -	8 6 8	3 13 4	1838	

(*continued*)

NAMES of CLAIMANTS for Compensation for LOSSES occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1717	C. Pattenaude	St. Constant	- - -	- - -	- - -	- - -	C.	84 - -	33 10 -	50 10 -	1838	
1718	J. Lanctot	ditto	- - -	- - -	- - -	- - -	-	127 5 -	127 5 -	- - -	1838	
1719	P. Cire	St. Benoit	- - -	- - -	- - -	- - -	-	4 10 -	4 10 -	- - -	1837	
1720	A. Chevrier	Vaudreuil	- - -	- - -	- - -	- - -	-	10 18 -	10 18 -	- - -	1837	
1721	J. Denis	St. Benoit	- - -	- - -	- - -	- - -	-	3 4 -	3 4 -	- - -	1837	
1722	B. Proulx	ditto	- - -	- - -	- - -	- - -	-	5 2 6	5 2 6	- - -	1837	
1723	N. Leclaire	St. Ours	- - -	- - -	- - -	- - -	-	75 - -	- - -	75 - -	1837-8	75 *l.* Imprisonment Five Months.
1724	F. Vandandaigue	ditto	- - -	- - -	- - -	- - -	-	48 11 9	48 11 9	- - -	1837	
1725	Jean Baptiste Vandandaigue	ditto	- - -	- - -	- - -	- - -	-	16 2 6	16 2 6	- - -	1837	
1726	D. Bausquet	St. Denis	20 18 6	- - -	- - -	20 18 6	-	40 7 6	40 7 6	- - -	1837	
1727	J. Gareau	ditto	- - -	- - -	- - -	- - -	-	13 8 5	13 8 5	- - -	1837	
1728	A. Courtemanche	ditto	- - -	- - -	- - -	- - -	-	12 8 -	12 8 -	- - -	1837	
1729	Jean Baptiste Migneault	ditto	- - -	- - -	- - -	- - -	-	73 18 9	73 18 9	- - -	1837	
1730	L. Brodeur	ditto	- - -	- - -	- - -	- - -	-	127 8 -	127 8 -	- - -	1837	
1731	J. Courtemanche	ditto	20 13 2	- - -	- - -	20 13 2	-	20 13 2	20 13 2	- - -	1837	
1732	François Xavier Lenair	ditto	41 - 7	- - -	- - -	41 - 7	-	41 - 7	41 - 7	- - -	1837	
1733	M. D. M. Lapierre	Ste. Brigitte	- - -	- - -	- - -	- - -	-	194 10 10	169 7 6	25 3 4	1838	
1734	J. Lanctot	Beauharnois	- - -	- - -	- - -	- - -	-	14 5 -	14 5 -	- - -	1838	
1735	L. Chaume	St. Charles	5 - 10	- - -	- - -	5 - 10	-	5 - 10	5 - 10	- - -	1837	
1736	Jean Baptiste Riendeau	Boucherville	10 17 6	- - -	- - -	10 17 6	-	10 17 6	- - -	10 17 6	1838	
1737	T. Fleurant	St. Eustache	49 7 -	- - -	- - -	49 7 -	-	49 7 -	49 7 -	- - -	1837	
1738	J. Brunet	ditto	- - -	- - -	- - -	- - -	-	2 - -	2 - -	- - -	1837	
1739	J. Surprenant	St. Philippe	- - -	- - -	- - -	- - -	-	14 15 -	14 15 -	- - -	1837-8	
1740	J. Charest	ditto	- - -	- - -	- - -	- - -	-	1 10 -	1 10 -	- - -	1838	
1741	Veuve J. Robert	ditto	- - -	- - -	- - -	- - -	-	2 - -	2 - -	- - -	1837-8	
1742	J. Bourdeau	Laprairie	- - -	- - -	- - -	- - -	-	5 - -	5 - -	- - -	1837-8	
1743	J. B. Boyer	St. Philippe	- - -	- - -	- - -	- - -	-	2 - -	2 - -	- - -	1837-8	
1744	J. Perron	ditto	- - -	- - -	- - -	- - -	-	2 - -	2 - -	- - -	1837-8	
1745	E. Lecuyer	ditto	- - -	- - -	- - -	- - -	-	1 10 -	1 10 -	- - -	1837-8	
1746	L. Daunais	ditto	8 19 -	- - -	- - -	8 19 -	-	18 15 -	18 15 -	- - -	1837-8	
1747	F. Palin	ditto	- - -	- - -	- - -	- - -	-	5 15 -	5 15 -	- - -	1837-8	
1748	S. Binet	ditto	- - -	- - -	- - -	- - -	-	1 10 -	1 10 -	- - -	1837-8	
1749	E. Rouillé	ditto	- - -	- - -	- - -	- - -	-	1 10 -	1 10 -	- - -	1837-8	
1750	A. Bourdeau	ditto	- - -	- - -	- - -	- - -	-	3 10 -	3 10 -	- - -	1837-8	
1751	H. Tremblay	ditto	- - -	- - -	- - -	- - -	-	3 - -	3 - -	- - -	1837-8	
1752	F. Brasseau	ditto	- - -	- - -	- - -	- - -	-	4 5 -	4 5 -	- - -	1837-8	
1753	F. X. Lenoir	Chateauguay	- - -	- - -	- - -	- - -	-	37 - 6	37 - 6	- - -	1838	
1754	N. Vandal	ditto	- - -	- - -	- - -	- - -	-	425 9 -	425 9 -	- - -	1838	
1755	F. Bigonnesse	Napierville	- - -	- - -	- - -	- - -	C.	404 19 -	151 12 -	253 7 -	1838	63 *l.* 7 *s.* Interest. 190 *l.* Exile.
1756	J. D. Hebert	ditto	- - -	- - -	- - -	- - -	C.	298 4 8	76 7 8	221 17 -	1838	31 *l.* 17 *s.* ditto 190 *l.* ditto.
1757	H. Leblanc	ditto	- - -	- - -	- - -	- - -	C.	553 13 -	256 4 -	297 9 -	1838	107 *l.* 9 *s.* ditto 190 *l.* ditto.
1758	J. Hebert	ditto	- - -	- - -	- - -	- - -	C.	609 10 -	295 12 -	313 18 -	1838	123 *l.* 18 *s.* ditto 190 *l.* ditto.
1759	L. Defayet	ditto	- - -	- - -	- - -	- - -	C.	814 4 10	435 - 4	359 4 6	1838	169 *l.* ditto 190 *l.* ditto.
1760	J. Paré	ditto	- - -	- - -	- - -	- - -	C.	576 16 4	272 14 4	304 2 -	1838	114 *l.* 2 *s.* ditto 190 *l.* ditto.
1761	B. Laperche	ditto	- - -	- - -	- - -	- - -	-	116 1 2	35 9 2	80 12 -	1838	
1762	J. Heron	St. Eustache	- - -	- - -	- - -	- - -	-	60 8 -	60 8 -	- - -	1838	
1763	A. Gagnier	Chateauguay	- - -	- - -	- - -	- - -	-	21 5 -	21 5 -	- - -	1838	
1764	To J. Desnoyers, and others	St. Antoine	- - -	- - -	- - -	- - -	-	39 18 8	39 18 8	- - -	1837-8	
1781	C. Clément	St. Rémi	- - -	- - -	- - -	- - -	-	82 2 8	- - -	82 2 8	1838	

| | | |

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in Canada, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1842	J. B. Jupeaume	Contrecœur	- - -	- - -	- - -	- - -	-	6 18 9	6 18 9	- - -	1838	
1843	P. Renaud	St. Antoine	- - -	- - -	- - -	- - -	-	3 18 9	3 18 9	- - -	1838	
1844	J. Brodeau	- ditto	- - -	- - -	- - -	- - -	-	5 1 6	5 1 6	- - -	1838	
1845	A. Mauner	Contrecœur	- - -	- - -	- - -	- - -	-	2 2 5	2 2 5	- - -	1838	
1846	J. B. Dezorby	- ditto	- - -	- - -	- - -	- - -	-	3 18 6	3 18 6	- - -	1838	
1847	J. Labossière	- ditto	- - -	- - -	- - -	- - -	-	3 15 -	3 15 -	- - -	1838	
1848	J. Renaud	- ditto	- - -	- - -	- - -	- - -	-	2 12 2	1 18 2	- 14 -	1838	
1849	J. Richard	- ditto	- - -	- - -	- - -	- - -	-	5 1 9	3 11 9	1 10 -	1838	
1850	J. P. Noël	- ditto	2 1 9	- - -	- - -	2 1 9	-	4 12 1	4 12 1	- - -	1838	
1851	M. Hébert	- ditto	- - -	- - -	- - -	- - -	-	1 17 4	1 17 4	- - -	1838	
1852	J. Donais	- ditto	- - -	- - -	- - -	- - -	-	3 11 -	3 11 -	- - -	1838	
1853	B. Menaud	- ditto	3 11 3	- - -	- - -	3 11 3	-	3 11 3	3 11 3	- - -	1838	
1854	L. Dupuis	- ditto	- - -	- - -	- - -	- - -	-	- 17 4	- 17 4	- - -	1838	
1855	J. B. Perrin	- ditto	- - -	- - -	- - -	- - -	-	3 - -	3 - -	- - -	1838	
1856	A. Marion	- ditto	- - -	- - -	- - -	- - -	-	140 3 7	26 3 7	114 - -	1838	
1857	A. Henaut	St. Valentin	- - -	- - -	- - -	- - -	-	54 5 9	54 5 9	- - -	1838	
1858	M. Gosselin	St. Eustache	- - -	- - -	- - -	- - -	-	4 10 2	4 10 2	- - -	1838	
1859	Veuve Joseph Leonor	- ditto	- - -	- - -	- - -	- - -	-	2 7 11	2 7 11	- - -	1837	
1860	A. Dubord	St. Jean	- - -	- - -	- - -	- - -	-	142 16 -	100 16 -	42 - -	1838	42 *l.* interest.
1861	L. Belanger	- ditto	- - -	- - -	- - -	- - -	-	29 8 -	29 8 -	- - -	1838	
1862	A. Mazurette	Laprairie	- - -	- - -	- - -	- - -	-	317 14 -	317 14 -	- - -	1838	
1863	N. Trudeau	Longueuil	- - -	- - -	- - -	- - -	-	119 15 -	82 5 -	37 10 -	1838	
1864	A. Brindamour	St. Philippe	- - -	- - -	- - -	- - -	-	14 12 6	14 12 6	- - -	1838	
1865	C. Raune	St. Eustache	- - -	- - -	- - -	- - -	-	16 1 11	6 10 11	9 11 -	1837	
1866	J. B. Marineau	- ditto	- - -	- - -	- - -	- - -	-	5 15 6	4 3 6	1 12 -	1837	
1867	D. Tauron	- ditto	- - -	- - -	- - -	- - -	-	17 4 6	17 4 6	- - -	1837	
1868	P. Lajoie	St. John's	57 7 11	- - -	- - -	57 7 11	-	266 11 8	266 11 8	- - -	1838	
1869	M. R. Cherrier	St. Jacque's	28 3 2	20 - -	8 3 2	- - -	-	200 16 8	175 16 8	25 - -	1837-8	25 *l.* imprisonment.
1870	P. Bourgeois	St. Dennis	30 9 7	- - -	- - -	30 9 7	-	78 8 9	38 7 2	40 1 7	1837	
1871	M. Hébert	Contrecœur	- - -	- - -	- - -	- - -	-	7 3 6	7 3 6	- - -	1838	
1872	L. Hébert	- ditto	- - -	- - -	- - -	- - -	-	1 16 3	1 16 3	- - -	1838	
1873	J. Boniu	- ditto	- - -	- - -	- - -	- - -	-	25 14 9	25 14 9	- - -	1838	
1874	A. Millette	- ditto	- - -	- - -	- - -	- - -	-	8 17 9	8 17 9	- - -	1838	
1875	J. Dupin	- ditto	- - -	- - -	- - -	- - -	-	5 10 -	5 10 -	- - -	1838	
1876	P. Chevallier	- ditto	- - -	- - -	- - -	- - -	-	2 - -	2 - -	- - -	1838	
1877	M. Donais	- ditto	- - -	- - -	- - -	- - -	-	3 6 3	3 6 3	- - -	1838	
1878	M. A. Hébert	St. Isidore	- - -	- - -	- - -	- - -	-	1,925 - -	1,825 - -	100 - -	1838	
1879	C. Senecal	Beauharnois	- - -	- - -	- - -	- - -	-	30 10 -	30 10 -	- - -	1838	
1880	J. B. Lanoix	Ste. Martine	- - -	- - -	- - -	- - -	-	16 7 6	16 7 6	- - -	1838	
1881	C. La Belle	St. Augustin	- - -	- - -	- - -	- - -	-	36 19 -	36 19 -	- - -	1837	
1882	J. B. Larivière	Chateauguay	- - -	- - -	- - -	- - -	-	100 - -	100 - -	- - -	1838	
1883	F. Charbonneau	Contrecœur	- - -	- - -	- - -	- - -	-	3 - 4	3 - 4	- - -	1838	
1884	P. Ste. Marie	Laprairie	- - -	- - -	- - -	- - -	-	461 - -	266 5 -	194 15 -	1838	
1885	A. Vincent	St. Denis	- - -	- - -	- - -	- - -	-	12 13 6	12 13 6	- - -	1837	
1886	F. Menard	- ditto	- - -	- - -	- - -	- - -	-	18 2 6	18 2 6	- - -	1837	
1887	J. Brazeau	Ste. Martine	- - -	- - -	- - -	- - -	-	1,384 8 4	1,384 8 4	- - -	1838	
1888	M. Bertrand	St. Charles	- - -	- - -	- - -	- - -	-	9 14 -	9 14 -	- - -	1837	
1889	Veuve P. Cazavant	St. Marc	- - -	- - -	- - -	- - -	-	3 16 8	3 16 8	- - -	1838	
1890	C. Ferland	St. Cyprien	4 10 -	- - -	- - -	4 10 -	-	4 10 -	4 10 -	- - -	1838	

1891	H. F. Charlebois	Vaudreuil	-	-	-	-	-	-	-	-	-	-	211 19 –	108 3 4	103 15 8	1837	
1892	S. C. Le Blanc	Montreal	-	-	-	-	-	-	-	-	-	-	200 – –	- - -	200 – –	1838	
1893	A. R. Samson	Chateauguay	347 17 2	-	-	-	-	-	347 17 2	-	-	-	492 16 1	342 16 1	150 – –	1838	
1894	D. Laurent	Varennes	-	-	-	-	-	-	-	-	-	-	18 8 6	- - -	18 8 6	1839	
1895	A. Hoag	Barnston	-	-	-	-	-	-	-	-	-	-	38 – –	- - -	38 – –	1837-8	
1896	J. Sanborn	- ditto	-	-	-	-	-	-	-	-	-	-	120 9 6	- - -	120 9 6	1838-9	Loss of time, and money spent in prison.
1897	E. Lee, jun.	Stanstead	-	-	-	-	-	-	-	-	-	-	108 15 –	- - -	108 15 –	1838-9	- ditto - - - ditto.
1898	J. B. Burpee	- ditto	-	-	-	-	-	-	-	-	-	-	78 4 8	- - -	78 4 8	1838-9	- ditto - - - ditto.
1899	R. Patis	- ditto	-	-	-	-	-	-	-	-	-	-	145 15 –	- - -	145 15 –	1838-9	- ditto - - - ditto.
1900	J. Barry	- ditto	-	-	-	-	-	-	-	-	-	-	113 16 3	- - -	113 16 3	1837-8	- ditto - - - ditto.
1901	M. Lussier	St. Philippe	-	-	-	-	-	-	-	-	-	-	1 17 6	– 17 6	1 – –	1837-8	
1902	F. Lauzon	St. Eustache	-	-	-	-	-	-	-	-	-	-	5 10 –	- - -	5 10 –	1837	
1903	M. Lauzon	- ditto	-	-	-	-	-	-	-	-	-	-	83 13 1	83 13 1	- - -	1837	
1904	S. Jussaume	Contrecœur	-	-	-	-	-	-	-	-	-	-	28 17 8	28 17 8	- - -	1838	
1905	H. Mogé	St. Ours	-	-	-	-	-	-	-	-	-	-	129 6 2	58 15 8	70 10 6	1837-8	
1906	F. Vigeon, jun.	Ste. Marie	9 17 11	-	-	-	-	-	9 17 11	-	-	-	9 17 11	9 17 11	- - -	1837-8	
1907	E. Gratton	- ditto	-	-	-	-	-	-	-	-	-	-	10 2 4	10 2 4	- - -	1838	
1908	F. Vigeant	- ditto	35 – –	20 – –	15 – –	-	-	-	-	-	-	-	20 – –	20 – –	- - -	1837	
1909	J. Libuçon	St. Benoit	4 11 –	-	-	-	-	-	4 11 –	-	-	-	4 11 –	4 11 –	- - -	1837	
1910	E. Oualles	- ditto	-	-	-	-	-	-	-	-	-	-	2 10 –	2 10 –	- - -	1837	
1911	C. Dumouchelle	- ditto	-	-	-	-	-	-	-	-	-	-	17 5 6	17 5 6	- - -	1837	
1912	J. B. Dumouchelle	- ditto	-	-	-	-	-	-	-	-	-	-	57 16 –	57 16 –	- - -	1837	
1913	L. Dumouchelle	- ditto	-	-	-	-	-	-	-	-	-	-	60 3 6	60 3 6	- - -	1837	
1914	J. André	- ditto	-	-	-	-	-	-	-	-	-	-	7 4 –	7 4 –	- - -	1837	
1915	J. Robillard	- ditto	-	-	-	-	-	-	-	-	-	-	4 2 6	4 2 6	- - -	1837	
1916	90 persons	St. Eustache	-	-	-	-	-	-	-	-	-	-	205 – 10	205 – 10	- - -	1837-8	Guns taken, and not returned.
1917	Withdrawn	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1918	E. Casgrain	St. Césaire	-	-	-	-	-	-	-	-	-	-	8 7 5	8 7 5	- - -	1838	
1919	Rev. L. Turcot	- ditto	-	-	-	-	-	-	-	-	-	-	- - -	- - -	- - -	1837-8	
1920	P. Thuot	- ditto	-	-	-	-	-	-	-	-	-	-	37 10 –	22 10 –	15 – –	1837-8	
1921	J. Audette	- ditto	-	-	-	-	-	-	-	-	-	-	3 5 –	3 5 –	- - -	1837-8	
1922	J. Sevigny	- ditto	-	-	-	-	-	-	-	-	-	-	1 10 –	1 10 –	- - -	1837-8	
1923	A. Morin	- ditto	-	-	-	-	-	-	-	-	-	-	8 8 6	2 2 6	6 6 –	1837-8	
1924	J. B. Beauvais	- ditto	-	-	-	-	-	-	-	-	-	-	1 10 –	1 10 –	- - -	1837-8	
1925	J. Asselin	- ditto	-	-	-	-	-	-	-	-	-	-	6 12 6	– 3 10	6 8 8	1837-8	
1926	P. Fontaine	- ditto	-	-	-	-	-	-	-	-	-	-	10 16 7	- - -	10 16 7	1837-8	
1927	W. Monplaiser	- ditto	-	-	-	-	-	-	-	-	-	-	36 5 –	13 – –	23 5 –	1837-8	
1928	F. Guertin	- ditto	-	-	-	-	-	-	-	-	-	-	92 18 –	92 18 –	- - -	1837-8	
1929	J. McDonald	Laprairie	651 10 10	-	-	-	-	-	651 10 10	-	-	C.	651 10 10	651 10 10	- - -	1837	
1930	A. P. L. Carsigny	St. Césaire	-	-	-	-	-	-	-	-	-	-	136 10 –	36 10 –	100 – –	1837-8	
1931	A. H. Brunette	- ditto	-	-	-	-	-	-	-	-	-	-	27 16 8	13 11 8	14 5 –	1837	
1932	Jean Baptiste Hébert	Nicolet	-	-	-	-	-	-	-	-	-	-	151 15 –	- - -	151 15 –	1838	151 *l.* 15 *s.* imprisonment.
1933	Jean Baptiste Proulx	- ditto	-	-	-	-	-	-	-	-	-	-	95 15 –	- - -	95 15 –	1838	95 *l.* 15 *s.* - ditto.
1934	J. O. Rousseau	- ditto	-	-	-	-	-	-	-	-	-	-	101 5 –	- - -	101 5 –	1838	105 *s.* 5 *s.* - ditto.
1935	Jean Baptiste Menabie	St. Benoit	-	-	-	-	-	-	-	-	-	-	3 – –	3 – –	- - -	1837	
1936	J. Tessier	Verchères	-	-	-	-	-	-	-	-	-	-	3 1 –	3 1 –	- - -	1838	
1937	Veuve D'Eschambeault	Boucherville	-	-	-	-	-	-	-	-	-	-	1,000 – –	- - -	1,000 – –	1838	
1938	H. D'Eschambeault	- ditto	-	-	-	-	-	-	-	-	-	-	174 13 5	- - -	174 13 5	1838	Claim against Dr. Nelson's estate.
1939	F. Thibault	Ste. Martine	-	-	-	-	-	-	-	-	-	-	15 13 6	15 13 6	- - -	1838	
1940	A. Bourdages	Montreal	-	-	-	-	-	-	-	-	-	-	230 3 4	- - -	230 3 4	1838	- ditto - - - ditto.
1941	P. Crenier	Contrecœur	-	-	-	-	-	-	-	-	-	-	7 17 1	7 17 1	- - -	1838	
1942	J. Laliberté	- ditto	-	-	-	-	-	-	-	-	-	-	1 5 6	1 5 6	- - -	1838	
1943	Jean Baptiste Renaud	- ditto	-	-	-	-	-	-	-	-	-	-	3 10 –	3 10 –	- - -	1838	
1944	F. Dupuis	- ditto	-	-	-	-	-	-	-	-	-	-	2 5 6	2 5 6	- - -	1838	
1945	G. Barbeau	St. Eustache	-	-	-	-	-	-	-	-	-	-	9 4 8	9 4 8	- - -	1837	
1946	J. Constantineau	St. Hermas	-	-	-	-	-	-	-	-	-	-	2 10 –	2 10 –	- - -	1837	
1947	A. Dalmage	Napierville	12 5 –	10 5 –	2 – –	-	-	-	-	-	-	-	10 5 –	10 5 –	- - -	1838	
1948	A. St. Jacques	St. Denis	-	-	-	-	-	-	-	-	-	-	28 16 2	28 1 2	– 15 –	1838	
1949	C. Lené	St. Césaire	-	-	-	-	-	-	-	-	-	-	4 6 8	4 6 8	- - -	1838	
1950	J. Tessier	- ditto	-	-	-	-	-	-	-	-	-	-	18 4 6	10 17 10	7 6 8	1838	

(*continued*)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
1951	F. Dionne	St. Césaire	- - -	- - -	- - -	- - -	–	200 – –	- - -	200 – –	1838	No. 1951.—Claims 12 *l.* per annum, or 200 *l.* for his brother, who lost his senses from imprisonment and ill-usage. 36 *l.* 5 *s.* Imprisonment.
1952	J. Daragon	- ditto	- - -	- - -	- - -	- - -	–	7 12 6	6 15 –	– 17 6	1838	
1953	J. Gaspard	- ditto	- - -	- - -	- - -	- - -	–	132 18 1	106 5 7	26 12 6	1838	
1954	J. Dionne	- ditto	- - -	- - -	- - -	- - -	–	36 5 –	- - -	36 5 –	1838	
1955	F. Allard	- ditto	- - -	- - -	- - -	- - -	–	7 – –	- - -	7 – –	1837	
1956	A. Papineau	- ditto	- - -	- - -	- - -	- - -	–	1 17 6	1 17 6	- - -	1837–8	
1957	Dame J. Lefébvre	- ditto	- - -	- - -	- - -	- - -	–	19 8 4	19 8 4	- - -	1838	
1958	J. Dionne	- ditto	- - -	- - -	- - -	- - -	–	17 10 –	12 10 –	5 – –	1837–8	
1959	V. Cri	- ditto	- - -	- - -	- - -	- - -	–	4 3 –	2 10 –	1 13 –	1838	
1960	Guillaume Plamondon	- ditto	- - -	- - -	- - -	- - -	–	21 18 6	7 16 –	14 2 6	1837–8	
1961	J. B. Marotte	- ditto	- - -	- - -	- - -	- - -	–	18 7 –	12 – –	6 7 –	1838	
1962	H. Stephens	Longueuil	- - -	- - -	- - -	- - -	–	14 12 6	14 12 6	- - -	1838	
1963	Toussaint A. Fournier	- ditto	- - -	- - -	- - -	- - -	–	9 13 8	9 13 8	- - -	1838	
1964	C. Trudeau	- ditto	- - -	- - -	- - -	- - -	–	13 1 6	- - -	13 1 6	1838	
1965	L. Trudeau	- ditto	- - -	- - -	- - -	- - -	–	18 10 –	18 10 –	- - -	1838	
1966	T. Prefontaine	- ditto	- - -	- - -	- - -	- - -	–	25 – 6	25 – 6	- - -	1838	
1967	X. A. Trudeau	- ditto	- - -	- - -	- - -	- - -	–	12 10 –	- - -	12 10 –	1838	
1968	J B. Mongeau	St. Césaire	- - -	- - -	- - -	- - -	–	7 17 6	7 17 6	- - -	1838	
1969	J. Greenshields	St. Hilaire	2 10 –	2 10 –	- - -	- - -	–	2 10 –	2 10 –	- - -	1838	
1970	J. Ethier	St. Benoit	- - -	- - -	- - -	- - -	–	9 2 –	9 2 –	- - -	1837–8	
1971	N. Byor	- ditto	- - -	- - -	- - -	- - -	–	3 13 3	3 13 3	- - -	1837	
1972	L. Maynard	- ditto	- - -	- - -	- - -	- - -	–	4 11 3	4 11 3	- - -	1837	
1973	J. B. Baulnes	- ditto	- - -	- - -	- - -	- - -	–	4 – –	4 – –	- - -	1837	
1974	Veuve T. Duchesneau	- ditto	- - -	- - -	- - -	- - -	–	5 19 –	5 19 –	- - -	1837	
1975	B. Maynard	- ditto	- - -	- - -	- - -	- - -	–	6 5 –	6 5 –	- - -	1837	
1976	P. Surprenant	St. Athanase	8 7 1	- - -	- - -	8 7 1	–	45 – –	15 – –	30 – –	1838	
1977	F. Denicourt	St. Gregoire	404 4 4	- - -	- - -	404 4 4	–	563 2 –	405 – –	158 2 –	1838	
1978	J. M. Petrimaulx	St. John's	2 5 7	- - -	- - -	2 5 7	–	20 8 –	4 – –	16 8 –	1838	
1979	N. Benjamin	Ste. Marie	- - -	- - -	- - -	- - -	–	48 10 –	26 10 –	22 – –	1838	
1980	J. Daigneau	St. Athanase	11 5 –	- - -	- - -	11 5 –	–	28 17 –	15 9 –	13 8 –	1838	
1981	J. Girard	- ditto	7 19 2	- - -	- - -	7 19 2	–	28 7 8	11 19 8	16 8 –	1838	
1982	J. B. Robert	- ditto	- - -	- - -	- - -	- - -	–	27 14 6	6 18 6	20 16 –	1838	
1983	J. M. Lavoie	St Joseph	46 10 –	35 – –	11 10 –	- - -	–	35 – –	35 – –	- - -	1838	
1984	J. B. Damien	Chateauguay	- - -	- - -	- - -	- - -	–	363 8 9	290 16 3	72 12 6	1838	
1985	P. C Pilon	St. Eustache	- - -	- - -	- - -	- - -	–	37 15 5	25 11 5	12 4 –	1837	
1986	B. Charron	- ditto	- - -	- - -	- - -	- - -	–	22 – 4	14 16 4	7 4 –	1837–8	
1987	A. Groult	St. Augustin	- - -	- - -	- - -	- - -	–	43 2 –	29 10 –	13 12 –	1837–8	
1988	E Noël	St. Valentin	- - -	- - -	- - -	- - -	–	229 7 –	161 16 –	67 11 –	1838	
1989	E. Rousser	Longueuil	- - -	- - -	- - -	- - -	–	87 5 –	- - -	87 5 –	1838	
1990	F. Bourdeau	Chateauguay	- - -	- - -	- - -	- - -	–	136 – –	84 – –	52 – –	1838	36 *l.* interest.
1991	Veuves Sicard and Morand	Montreal	90 10 –	- - -	- - -	90 10 –	–	200 – –	- - -	200 – –	1838	
1992	L. H. Holton	- ditto	452 5 8	- - -	- - -	452 5 8	–	650 10 1	452 5 5	198 4 8	1838	
1993 to 2038	F. Gendron and 45 others	St. Antoine	- - -	- - -	- - -	- - -	–	107 17 7	107 17 7	- - -	1837–8	

2039	P. H. Labrie	St. Jerome	- - -	- - -	- - -	- - -	-	20 - -	20 - -	- - -	1837	
2040	P. R. Gagnier	St. Eustache	- - -	- - -	- - -	- - -	-	48 16 6	48 16 6	- - -	1837	
2041	J. T. Brazeau	St. Antoine	- - -	- - -	- - -	- - -	-	15 4 1	2 5 9	12 18 4	1837-8	
2042	Veuve J. Haller	- ditto	- - -	- - -	- - -	- - -	-	17 - -	11 - -	6 - -	1837-8	
2043	F. K. Bruneau	Montreal	- - -	- - -	- - -	- - -	-	81 17 -	49 - -	32 17 -	1838	
2044	T. Vanvliet	Lacolle	74 3 1	30 - -	44 3 1	- - -	-	353 2 4	40 6 4	312 16 -	1839, '41, '43	
2045	R. H. Norval	Beauharnois	27 2 6	15 12 6	11 10 -	- - -	-	15 12 6	15 12 6	- - -	1837-8	
2046	J. O. Brun	St. Cyprien	- - -	- - -	- - -	- - -	-	6 6 1	6 6 1	- - -	1838	
2047	B. Brouillet	- ditto	- - -	- - -	- - -	- - -	-	27 10 -	27 10 -	- - -	1838	
2048	A. Coupal	St. Jacques	- - -	- - -	- - -	- - -	C.	300 - -	- - -	300 - -	1837-8	300 *l.* Imprisonment and exile.
2049	Z. Tremblay	St. Cyprien	- - -	- - -	- - -	- - -	-	10 1 -	10 1 -	- - -	1838	
2050	L. Mecier	- ditto	- - -	- - -	- - -	- - -	-	13 2 6	13 2 6	- - -	1838	
2051	H. Dupuis	- ditto	- - -	- - -	- - -	- - -	-	3 19 -	3 19 -	- - -	1838	
2052	J. L. Kent	Ascot	- - -	- - -	- - -	- - -	-	141 2 -	- - -	141 2 -	1838	Imprisonment. 141 *l.* 2 *s.* 136 days.
2053	P. Goguette	Chambly	- - -	- - -	- - -	- - -	-	12 10 -	12 10 -	- - -	1838	
2054	A. Robert	- ditto	- - -	- - -	- - -	- - -	-	11 5 -	11 5 -	- - -	1837	
2055	E. Perier	St. Polycarpe	- - -	- - -	- - -	- - -	-	34 14 6	34 14 6	- - -	1837	
2056	J. Talbot	- ditto	- - -	- - -	- - -	- - -	-	20 10 -	20 10 -	- - -	1838	
2057	J. B. Tetro	Ste. Marie	- - -	- - -	- - -	- - -	-	142 8 2	78 8 2	64 - -	1838	39 *l.* interest. 18 *l.* Imprisonment.
2058	J. Clement	Baie St. Paul	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	1838	No sum stated. House burnt.
2059	Messrs. Andres	Chambly	325 - -	311 11 9	13 8 3	- - -	-	311 11 9	311 11 9	- - -	1837-8	
2060	J. Dansereau	Verchères	- - -	- - -	- - -	- - -	-	2 2 6	2 2 6	- - -	1838	
2061	J. Goyette	- ditto	- - -	- - -	- - -	- - -	-	1 10 8	1 10 8	- - -	1838	
2062	M. Lorange	- ditto	- - -	- - -	- - -	- - -	-	6 13 11	6 13 11	- - -	1838	
2063	B. Bouvier	- ditto	- - -	- - -	- - -	- - -	-	1 10 -	1 10 -	- - -	1838	
2064	C. Berard	- ditto	- - -	- - -	- - -	- - -	-	4 17 8	4 17 8	- - -	1838	
2065	Louise St. Onge	- ditto	- - -	- - -	- - -	- - -	-	2 7 10	2 7 10	- - -	1838	
2066	J. Milotte	- ditto	- - -	- - -	- - -	- - -	-	7 3 10	7 3 10	- - -	1838	
2067	T. Robitaille	St. Hyacinthe	- - -	- - -	- - -	- - -	-	73 10 -	3 5 -	70 5 -	1838	19 *l.* Imprisonment.
2068	F. Bourbonnière	- ditto	- - -	- - -	- - -	- - -	-	107 10 -	- - -	107 10 -	1837-8	107 *l.* 10 *s.* ditto.
2069	D. G. Morrison	- ditto	- - -	- - -	- - -	- - -	-	241 10 -	118 10 -	123 - -	1838	101 *l.* - ditto.
2070	L. Poulin	- ditto	- - -	- - -	- - -	- - -	-	100 - -	- - -	100 - -	1838	100 *l.* - ditto.
2071	P. Haller	St. Antoine	- - -	- - -	- - -	- - -	-	34 - -	32 - -	2 - -	1838	
2072	A. Brodeau	St. Charles	- - -	- - -	- - -	- - -	-	9 17 8	9 17 8	- - -	1837	
2073	M A Tremblay	Contrecœur	- - -	- - -	- - -	- - -	-	12 6 -	1 10 -	10 16 -	1838	
2074	P. Enright	St. Michel	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	1838	- - No. 2074.—Neither the amount nor nature of claim stated.
2075	F. Lafage	Blairfindie	15 5 11	- - -	- - -	15 5 11	-	15 5 11	15 5 11	- - -	1837	
2076	A. Pion	Baie du Fèbvre	- - -	- - -	- - -	- - -	-	5 6 8	5 6 8	- - -	1837	
2077	B. Esty	St. Martin	- - -	- - -	- - -	- - -	-	40 - -	40 - -	- - -	1837	
2078	Lieut.-col. Griffith	Rawdon	250 - -	- - -	- - -	250 - -	-	250 - -	250 - -	- - -		
2079	J. G. Lansing and 32 others	Montreal	1,597 6 1	926 3 3	671 2 10	162 8 -	-	1,088 11 3	1,088 11 3	- - -		- - No. 2080.—Referred by the Executive Council, but their former Petitions not found.
2080	L. Odell and 180 others	- ditto	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- -	
2081	C. Lauzon and others	- ditto	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- -	Indemnity for arms taken, and not returned.
2082	T. M. Thompson & Co.	Napierville	483 - -	400 - -	83 - -	- - -	-	400 - -	400 - -	- - -	1837	
2083	J. Chartier	La Présentation	- - -	- - -	- - -	- - -	-	6 15 11	6 15 11	- - -	1838	
2084	D. Vallières	St. Charles	10 4 8	- - -	- - -	10 4 8	-	10 4 8	10 4 8	- - -	1837-8	
2085	Veuve F. G. Lepailleur	Chateauguay	- - -	- - -	- - -	- - -	-	90 8 -	65 8 -	25 - -	1838	
2086	X. Lavallée	Verchères	- - -	- - -	- - -	- - -	-	1 15 -	1 15 -	- - -	1838	
2087	W. Phillips	Lacolle	8 15 -	- - -	- - -	8 15 -	-	8 15 -	8 15 -	- - -	1838	
2088	A. Daigle	St. Denis	227 - 10	- - -	- - -	227 - 10	-	227 - 10	227 - 10	- - -		
2089	B. Choquet	St. Eustache	25 - -	- - -	- - -	- - -	-	25 - -	25 - -	- - -	1837	
2090	J. J. Vinet and 105 others	Sault au Recollet	- - -	- - -	- - -	- - -	-	211 12 -	211 12 -	- - -	1837	
2091	A. Roy	Soulanges	- - -	- - -	- - -	- - -	-	3 17 7	3 17 7	- - -	1837	
2092	J. J. Rochon	Blairfindie	- - -	- - -	- - -	- - -	-	5 - 11	5 - 11	- - -	1837	
2093	J. B. Edouard	St. Eustache	- - -	- - -	- - -	- - -	-	27 12 6	27 12 6	- - -	1837	

(*continued*)

NAMES of CLAIMANTS for Compensation for Losses occasioned by the Troubles in *Canada*, in the Years 1837 and 1838—*continued*.

No.	NAME.	RESIDENCE.	FILED BEFORE FORMER COMMISSION.				CONVICTION RECORDED.	FILED BEFORE THE PRESENT COMMISSION.			REMARKS.	
			Amount Claimed.	Amount Awarded.	Amount Rejected.	Not Investigated.		Amount Claimed.	Property, Real or Personal, Damaged or Destroyed.	Claim for Casual, Speculative, or other Losses.		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		
2094	L. Leclair	Terrebonne	- - -	- - -	- - -	- - -	C.	100 - -	100 - -	- - -	1837-8	
2095	L. Bullard	Ascot	- - -	- - -	- - -	- - -	-	15 - -	- - -	15 - -	1838	
2096	T. G. Kent and others	ditto	- - -	- - -	- - -	- - -	-	113 12 11	- - -	113 12 11	1838	113 *l.* 12 *s.* 11 *d.* Imprisonment.
2097	A. Compeau	Ste. Scholastique	- - -	- - -	- - -	- - -	-	4 9 1	4 9 1	- - -	1837	
2098	C. Robert	ditto	- - -	- - -	- - -	- - -	-	3 - -	3 - -	- - -	1837	
2099	A. Roi	Montreal	17 12 3	- - -	- - -	17 12 3	-	26 - 3	17 12 3	8 8 -	1838	8 *l.* 8 *s.* interest.
2100	J. Survoyer	Beauharnois	66 - -	60 - -	6 - -	- - -	-	60 - -	60 - -	- - -	1838	
2101	P. Picard	St. Denis	- - -	- - -	- - -	- - -	-	25 - 11	25 - 11	- - -	1837	
2102	J. Bousquet	ditto	- - -	- - -	- - -	- - -	-	18 18 4	18 18 4	- - -	1837-8	
2103	Guillaume Corriveau	St. Rémi	44 19 4	- - -	- - -	44 19 4	-	44 19 4	44 19 4	- - -	1838	
2104	J. Johnston	Argenteuil	- - -	- - -	- - -	- - -	-	224 - -	- - -	224 - -	1837-8	224 *l.* Imprisonment.
2105	C. Perkins	Potton	- - -	- - -	- - -	- - -	-	60 - -	- - -	60 - -	1837-8	
2106	C. Sancluaire	Ste. Martine	- - -	- - -	- - -	- - -	-	11 - -	11 - -	- - -	1838	
2107	Veuve Othson	Chateauguay	25 - -	- - -	- - -	25 - -	-	25 - -	25 - -	- - -	1838	
2108	J. C. Tuck	Stanstead	- - -	- - -	- - -	- - -	-	107 17 6	- - -	107 17 6	1838	
2109	C. Bullock	ditto	- - -	- - -	- - -	- - -	-	820 - -	- - -	820 - -	1838	707 *l.* 10 *s.* Absence to avoid imprisonment.
2110	T. Waudleigh	ditto	- - -	- - -	- - -	- - -	-	29 16 3	- - -	29 16 3	1838	
2111	L. J. Papineau and others	Montreal	- - -	- - -	- - -	- - -	-	500 - -	- - -	500 - -	1837	
2112	A. Lefard	St. Rémi	- - -	- - -	- - -	- - -	-	1 15 -	1 15 -	- - -	- -	- - Manuscript of Dr. Labries's History of Canada, as executors.
2113	L. Leblanc	Ste. Scholastique	19 17 2	15 - -	4 17 2	- - -	-	15 - -	15 - -	- - -	- -	
2114	Abraham Robert	Stukely	- - -	- - -	- - -	- - -	-	65 - -	37 10 -	27 10 -	1837	
2115	H. D'Eschambeault	Boucherville	- - -	- - -	- - -	- - -	-	400 - -	- - -	400 - -	1838	- - No. 2115.—Claims the sum of 12,000 *l.* as partner of Dr. Nelson, for the creditors of the joint estate; but as the separate creditors have filed or will file their separate claims, this claim is not inserted. Dr. Nelson also deducted this amount from his claim as still due to the creditors of the firm.
2116	C. Chabot	St. Hyacinthe	47 5 -	- - -	- - -	47 5 -	-	79 5 -	41 5 -	38 - -	1838	
2117	F. H. Lavallé	Verchères	- - -	- - -	- - -	- - -	-	1 15 -	1 15 -	- - -	1838	
2118	A. Chicomé	ditto	- - -	- - -	- - -	- - -	-	1 15 -	1 15 -	- - -	1838	
2119	L. Forté	St. Clément	- - -	- - -	- - -	- - -	-	51 2 -	51 2 -	- - -	1838	
2120	J. Martin and others	St. Antoine	- - -	- - -	- - -	- - -	-	6 5 -	6 5 -	- - -	1837-8	
2121	Veuve Jos. Brayer	Isle Bizarre	- - -	- - -	- - -	- - -	-	12 1 -	12 1 -	- - -	1838	
2122	C. Balien	St. Philippe	- - -	- - -	- - -	- - -	-	2 10 -	- - -	- - -	1837-8	
2123	J. B. Chenai	St. Cyprien	- - -	- - -	- - -	- - -	-	3 16 3	3 16 3	- - -	1837-8	
2124	F. Ranger	Blairfindie	246 5 -	- - -	- - -	246 5 -	-	246 5 -	246 5 -	- - -	1837-8	
2125	F. Ranger and others	ditto	302 10 -	- - -	- - -	302 10 -	-	302 10 -	302 10 -	- - -	1838	
2126	P. Frolin	Montreal	- - -	- - -	- - -	- - -	-	17 - 6	17 - 6	- - -	1838	
2127	F. Perrier	St. Benoit	- - -	- - -	- - -	- - -	-	6 8 3	6 8 3	- - -	1837	
2128	Touss. Brazeau	ditto	- - -	- - -	- - -	- - -	-	13 8 4	13 8 4	- - -	1837	
2129	Paul Brazeau	ditto	- - -	- - -	- - -	- - -	-	208 8 -	208 8 -	- - -	1837	
2130	H. Brazeau	ditto	- - -	- - -	- - -	- - -	-	7 4 4	7 4 4	- - -	1837	
2131	M. Dolton	Montreal	- - -	- - -	- - -	- - -	C.	506 16 7	506 16 7	- - -	1837-8	
2132	L. Marie	St. Eustache	- - -	- - -	- - -	- - -	-	99 19 4	99 19 4	- - -	1837	
2133	J. Brazeant	St. Benoit	- - -	- - -	- - -	- - -	-	155 18 -	155 18 -	- - -	1837	
2134	Joseph Mallette	ditto	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	1837	- - No. 2134.—Refers to claim made before former Commission. Not found.
2135	W. Wilson	Champlain	15 - -	12 - -	3 - -	- - -	-	12 - -	12 - -	- - -	1837	
2136	T. Roy	St. Cyprien	16 5 -	- - -	- - -	16 5 -	-	18 5 -	18 5 -	- - -	1837-8	
2137	H. Lavereau	ditto	- - -	- - -	- - -	- - -	-	6 15 3	6 15 3	- - -	1837-8	
2138	J. Lacroix	St. Matthias	15 - -	15 - -	- - -	- - -	-	15 - -	15 - -	- - -	1837-8	

2139	C. Sansoucie			St. Césaire												3 12 6		3 12 6			1837	
2140	O. Huot			ditto												9 15 –		9 15 –			1838	
2141	J. P. Montplaisir			ditto												7 – –		2 – –		5 – –	1838	
2142	N. Renau			ditto												3 12 8		3 12 8			1837	
2143	A. Charon			ditto												2 – –		1 – –		1 – –	1837–8	
2144	A. Richard			St. Jean		29 5 –						29 5 –				29 5 –		29 5 –			1837-8	
2145	J. Normandin			St. Philippe												1 15 –		1 15 –			1837–8	
2146	P. Normandin			ditto												1 5 –		1 5 –			1837–8	
2147	J. Richard			Lacadie		23 12 6						23 12 6				23 12 6		23 12 6			1837–8	
2148	Louis Lacasse			St. Denis												23 4 5		23 4 5			1837–8	
2149	L. Chicoine			Verchères												2 – 2		2 – 2			1838	
2150	L. Chagnou			ditto												3 – –		3 – –			1837–8	
2151	S. De Beaujeu			Côteau du Lac												142 2 6		142 2 6			1837	
2152	C. Dansereau			Verchères												17 11 3		17 11 3			1837	
2153	J. Vincent			Montreal												36 3 6		36 3 6			1838	
2154	J. Fontaine			Blairfindie		21 8 4						21 8 4				21 8 4		21 8 4			1838	
2155	Jean Baptiste Kay			St. Denis																	1837–8	No sum stated.
2156	Gabriel Paquette			Verchères												2 10 –		2 10 –			1838	
2157	Veuve J. Hodgson			Lacolle												148 – –		148 – –			1837–8	
2158	Madame De Beaujeu			Côteau du Lac												140 – –				140 – –	1837–8	
2159	J. F. Whitfield			West Farnham		100 – –						100 – –				100 – –		100 – –			1837–8	
2160	N. Labonté			Ste. Scholastique												4 9 7		4 9 7			1837	
2161	J. Sarazin			ditto												1 15 –		1 15 –			1837	
2162	H. Desjardins			ditto												6 15 9		6 15 9			1837	
2163	Joseph Beauvais			Laprairie												15 – –		15 – –			1837–8	
2164	R. Fisher			Montreal												150 – –		150 – –			1840	Barns, stables, &c., burnt.
2165	W. D'Eschambeault			Laprairie												400 – –				400 – –		
2166	Amable Miclet			Ste. Marie												27 18 9		14 3 9		13 15 –	1838	
2167	Toussaint Flemant			St. Andrew's																		No. 2167.—Filed before former Commission. Papers not found.
2168	J. B. B. Belleville			Montreal												200 – –		89 – –		111 – –	1837–8	
2169	M. Danderon			Lachine												75 – –		75 – –			1838	
2170	H. Mesnier			Ste. Marie												47 7 6		9 17 6		37 10 –	1838	
2171	M. Peltier			ditto												4 15 –		4 15 –			1838	
2172	P. Marcotte			St. Clément												6 5 –		6 5 –			1837-8	
2173	A. Robillard			ditto												6 5 10		6 5 10			1837-8	
2174	L. Perrault			Montreal												1,953 6 6		348 6 6		1,605 – –	1837–8	No. 2174.—Claims 500 *l.*, absence in the United States, and 1,105 *l.* loss of business.
2175	L. Larue			St. Denis												16 3 9		16 3 9			1837–8	
2176	J. B. Ayette			Verchères												2 7 –		2 7 –			1837-8	
	Balance of amount awarded by the former Commissioners, but not claimed before the present Commission						3,877 3 10									3,877 3 10		3,877 3 10		—		
				£.		70,551 3 9		10,292 4 1		3,620 5 –		59,403 16 10		–		241,965 10 5		180,088 12 8		61,876 17 9	*Hr. Cy.*	

Montreal, 18 April 1846.

Jas. Dionne.
P. H. Moore.
Js. Viger.
Jno. Simpson.
J. U. Beaudry.

REBELLION LOSSES (CANADA).

APPENDIX to First Report of the Commissioners appointed to inquire into the Losses occasioned by the Troubles in *Canada*, in 1837 and 1838, and into the Damages arising therefrom, containing a List of the Names of the Claimants.

(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed,*
6 *June* 1849.

353.

Under 8 *oz.*

REBELLION LOSSES BILL (CANADA).

RETURN to an Address of the Honourable The House of Commons, dated 11 June 1849;—*for*,

"COPIES or EXTRACTS of the VOTES and PROCEEDINGS of the HOUSE of ASSEMBLY of *Canada*, relating to the REBELLION LOSSES BILL."

Colonial Office, Downing-street, 12 June 1849.

B. HAWES.

EXTRACT from the VOTES and PROCEEDINGS of the LEGISLATIVE ASSEMBLY, of Tuesday, 13th February 1849.

THE order of the day being read, for the House in Committee to take into consideration the necessity of establishing the amount of losses incurred by certain inhabitants of Lower Canada during the political troubles of 1837 and 1838, and of providing for the payment thereof;

The Honourable Mr. Sherwood moved, that the said order of the day be postponed for 10 days, to give time for the expression of the feelings of the country.

EXTRACT from the VOTES and PROCEEDINGS of the LEGISLATIVE ASSEMBLY, of Tuesday, 20th February 1849.

THE House resumed the consideration of the Honourable Mr. Sherwood's motion of Tuesday last, to postpone for 10 days the reading of "the order of the day for the House in Committee to consider the necessity of establishing the amount of losses incurred by certain inhabitants of Lower Canada, during the political troubles of 1837 and 1838, and of providing for the payment thereof," to give time for the expression of the feelings of the country.

And the question being put on the Honourable Mr. Sherwood's motion, the House divided:—

Yeas:—Messieurs Badgley, Brooks, Christie, Crysler, Dickson, Gugy, Macdonald of Kingston, MacNab, Malloch, MacConnell, MacLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Durham, Smith of Frontenac, Stevenson, Wilson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chabot, Chaveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Hincks, Holmes, Jobin, Johnson, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Lyon, Macdonald of Glengary, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, Viger, Watts, Wetenhall—56.

Sir Allan N. MacNab then moved, that the said order of the day be not now read, but that it be resolved, that no message having been received from his Excellency the Governor-general, recommending to this House to make provision for liquidating the claims for losses incurred by the rebellions in

 Lower

Lower Canada, during the present session, this House has no authority to entertain any such proposition.

Yeas:—Messieurs Badgley, Brooks, Christy, Crysler, Dickson, Gugy, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac, Stevenson—17.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chabot, Chaveau, Davignon, De Witt, Solicitor-general Drummond, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Hincks, Holmes, Jobin, Johnson, La Fontaine, La Terrière, Laurin, Lemieux, Macdonald of Glengary, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott of Bytown, Smith of Durham, Smith of Wentworth, Taché, Thompson, Viger, Watts, Wetenhall—54.

The order of the day being then read,

The Honourable Mr. La Fontaine moved, that this House do now resolve itself into a Committee to take into consideration the necessity of establishing the amount of losses incurred by certain inhabitants in Lower Canada, during the political troubles of 1837 and 1838, and of providing for the payment thereof.

The Honourable Mr. Hincks, a member of the Executive Council, rose in his place, and informed the House, that his Excellency the Governor-general, being acquainted with the purport of the said motion, gives his consent that the House may proceed thereon as they shall think fit.*

The question being then put on Mr. La Fontaine's motion, it was agreed to unanimously.

The House accordingly resolved itself into the said Committee; and after some time spent thereon, the Committee rose, reported progress, and obtained leave to sit again on Thursday next;—to be then the first order.

EXTRACT from the VOTES and PROCEEDINGS of the LEGISLATIVE ASSEMBLY, of Tuesday, 27th February 1849.

MR. HENRY SMITH reported the following resolutions passed in Committee, on Friday morning last:—

1. *Resolved*,—That on the 28th day of February 1845, an humble Address was unanimously adopted by the Legislative Assembly of this Province, and by them presented to the Right honourable Charles Theophilus Baron Metcalfe, the then Governor-general of the same, praying "That his Excellency would be pleased to cause proper measures to be adopted, in order to insure to the inhabitants of that part of this Province, formerly Lower Canada, indemnity for just losses by them sustained during the rebellion of 1837 and 1838."

2. *Resolved*,—That on the 24th day of November 1845, a Commission of five persons was, by his Excellency the said Governor-general, duly appointed to inquire into such losses, arising from and growing out of the said rebellion.

3. *Resolved*,—That it appears by the Report of the said Commissioners, dated the 18th day of April 1846, "That the want of power to proceed to a strict and regular investigation of the losses in question, left the Commissioners no other resource than to trust to the allegation of the claimants, as to the amount and nature of their losses."

4. *Resolved*,—That on the 27th February 1846, a letter was addressed to the said Commissioners by the Honourable the Secretary of this Province, by order of the Right honourable Charles Murray Earl Cathcart, the then Administrator of the Government of the same, stating, "That the object of the Executive Government in appointing the said Commission, was merely to obtain a general estimate of the Rebellion Losses, the particulars of which should form the subject of more minute inquiry thereafter, under legislative authority."

5. *Resolved*,

---

* *Marginal Note by Mr. F. Hincks.*—The actual words were, "recommends it to the favourable consideration of the House." They are so recorded in the Journals, but the copy for the printers having been hastily prepared by a junior clerk, he adopted the wrong form. There was some discussion about it in the House, but all were satisfied that the message was properly delivered.—*J. H.*

5. *Resolved*,—That in order to redeem the pledge given to the sufferers of such losses, or their *bonâ fide* creditors, assigns or *ayant droit*, as well by the said Address of the said Legislative Assembly, and the appointment of the said Commission, as by the said letter so addressed by the Honourable the said Provincial Secretary, it is necessary and just that the particulars of such losses, not yet paid and satisfied, should form the subject of more minute inquiry under legislative authority; and that the said losses, so far only as they have arisen from the total or partial unjust, unnecessary or wanton destructions of the dwellings, buildings, property and effects of the said inhabitants, and by the seizure, taking or carrying away of their property and effects, should be paid and satisfied; provided that none of the persons who have been convicted of high treason alleged to have been committed in that part of this Province, formerly Lower Canada, since the 1st day of November 1837, or who, having been charged with high treason, or other offences of a treasonable nature, and having been committed to the custody of the Sheriff in the gaol of Montreal, submitted themselves to the will and pleasnre of Her Majesty, and were thereupon transported to Her Majesty's Island of Bermuda—shall be entitled to any indemnity for losses sustained during or after the said rebellion, or in consequence thereof.

6. *Resolved*,—That there should be issued, for such purpose, debentures to the amount of 100,000 *l.* currency, payable out of the consolidated revenue fund of this Province, at or within 20 years after the date thereof respectively, and bearing interest at the rate of six per cent., payable out of the said fund, on such day in each year as shall be therein specified.

7. *Resolved*,—That the holder of any debenture issued under the authority of the Act passed in the ninth year of Her Majesty's reign, intituled, "An Act to provide for the Payment of certain Rebellion Losses in Lower Canada, and to appropriate the Proceeds of the Marriage Licence Fund," should be entitled, on any day on which the interest on such debenture is payable, to have the same exchanged for a debenture for a like amount, to be issued under any Act to be passed for carrying into effect the above resolutions; and that the interest then payable on such debenture should at the same time be paid out of the said consolidated revenue fund; and that the proceeds of so much of that portion of the marriage licence fund, arising in Lower Canada, as shall not be required to pay off the principal and interest of any unexchanged debenture, should form part of the said consolidated revenue fund.

Hon. Mr. La Fontaine moved, that the question be now separately put on each of the said resolutions.

Mr. Chauveau moved, in amendment, that the said resolutions be re-committed, with the view of leaving out the proviso contained in the 5th resolution; and the House having continued to sit till after 12 o'clock on Wednesday morning:

Wednesday, 28th February 1849.

And the question being put on the amendment, the House divided:

Yeas:—Messieurs Chauveau, Davignon, Laurin, Papineau, Wilson—5.

Nays:—Messieurs Armstrong, Badgley, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Brooks, Burritt, Cameron of Kent, Cartier, Cauchon, Cayley, Chabot, Christie, Crysler, De Witt, Dickson, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Fourquin, Gugy, Guillet, Hall, Holmes, Johnson, Attorney-general La Fontaine, La Terrière, Lemieux, Lyon, Macdonald of Glengary, Macdonald of Kingston, MacNab, Malloch, McConnell, McFarland, McLean, Merritt, Méthot, Meyers, Mongenais, Morrison, Nelson, Notman, Polette, Price, Prince, Robinson, Sauvageau, Scott of Bytown, Scott of Two Mountains, Seymour, Sherwood of Brockville, Smith of Durham, Smith of Frontenac, Smith of Wentworth, Stevenson, Taché, Thompson, Viger, Watts—67.

So it passed in the negative.

The first resolution being then again read;

Honourable Mr. Cayley moved, in amendment thereto, to substitute the following:

"That in order to ascertain the extent of loss and injury inflicted during the years 1837 and 1838, upon the loyal inhabitants of Lower Canada, by violent and lawless men, in arms against their Sovereign, an humble Address was unanimously

mously adopted on the 28th day of February 1845, by the Legislative Assembly of this Province, and by them presented to the Right honourable Charles Theophilus Baron Metcalfe, the then Governor-general of the same, praying 'That his Excellency would be pleased to cause proper measures to be adopted in order to insure to the inhabitants of that part of this Province, formerly Lower Canada, indemnity for just losses by them sustained during the rebellion of 1837 and 1838.'"

Yeas:—Messieurs Badgley, Brooks, Cayley, Christie, Crysler, Dickson, Gugy, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac, Stevenson, Wilson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Forquin, Guillet, Hall, Holmes, Johnson, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Lyon, Macdonald of Glengary, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Taché, Thompson, Viger, Watts—52.

The four first resolutions were then agreed to.

Yeas:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Johnson, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Lyon, Macdonald of Glengary, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, Viger, Watts, Wilson—52.

Nays:—Messieurs Badgley, Brooks, Cayley, Christie, Crysler, Dickson, Gugy, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Durham, Smith of Frontenac, Stevenson—20.

The fifth Resolution being again read,

Honourable Mr. Cayley moved in amendment thereunto, to substitute the following:—"That Her Majesty having recently, in the exercise of the Royal prerogative of mercy, been graciously pleased to relieve from the penalties of their treason, those misguided men who rose in arms against their Sovereign in 1837 and 1838, this House are of opinion, that no more fitting opportunity could be selected to secure to those brave men, who, true to their allegiance, risked life and property in defence of their country, ample pecuniary compensation for the losses they may have sustained, and that the particulars of such losses not yet paid and satisfied, form the subject of minute inquiry, under legislative authority, for the purpose of satisfying the same."

Yeas:—Messieurs Badgley, Brooks, Cayley, Christie, Crysler, Dickson, Gugy, Johnson, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac, Stevenson, Wilson—21.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, La Fontaine, La Terrière, Laurin, Lemieux, Lyon, Macdonald of Glengary, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Taché, Thompson, Viger, Watts—51.

Honourable Mr. Robinson moved, in amendment to the said resolution, that after the word "Bermuda," the following be inserted:—"Nor any person who was in any manner implicated in the said rebellion, or who refused, when called upon, to aid in suppressing it."

Yeas:—

Yeas:—Messieurs Badgley, Brooks, Cayley, Christie, Crysler, Dickson, Gugy, Hall, Johnson, Lyon, Macdonald of Glengary, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac, Smith of Wentworth, Stevenson, Wilson—26.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Burritt, Cameron of Kent, Cartier, Cauchon, Chabot, Chaveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Holmes, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Taché, Thompson, Viger, Watts—46.

Mr. Wilson also moved, in amendment to the said resolution, that all the words after "Bermuda" be left out, and the following inserted:—"Nor any person who aided, assisted or abetted the said rebellion, shall be entitled to any indemnity."

Yeas:—Messieurs Badgley, Brooks, Burritt, Cayley, Christie, Crysler, Dickson, Egan, Gugy, Hall, Johnson, Lyon, Macdonald of Glengary, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Durham, Smith of Frontenac, Smith of Wentworth, Stevenson, Wilson—28.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Holmes, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, McFarland, Merritt, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Taché, Thompson, Viger, Watts—44.

Mr. Prince then moved, in amendment to the said resolution, to substitute the following:—

"That this House, most solemnly and unequivocally protesting against any measure that has for its object, or that can directly or individually result in indemnifying for losses those who were engaged in or countenanced the late rebellion, is of opinion, as well as desirous, that the loyal subjects of Her Majesty, and no others, in Lower Canada, should be indemnified for the just losses they sustained, but that such losses should be paid by Lower Canada alone, and from her own local resources; and that Upper Canada and the consolidated revenue fund of the Province should be wholly and entirely exempt from the burthen of any portion of those losses; because it would, in the opinion of this House, be the height of injustice to saddle upon Upper Canada, and especially the Western Districts thereof, with any part of these losses, there having been no rebellion nor even any symptoms of rebellion there; it being, on the contrary, a fact that the peaceable inhabitants along that frontier were the victims of various invasions, thereby suffering serious injuries and heavy losses, arising out of the rebellion in Lower Canada (and instigated by emissaries and refugees from that section of the Province); and because such just losses as have been made good to those loyal subjects in Upper Canada who suffered by reason of their manly defence of the Crown and their Sovereign's rights, the British constitution and the laws of the land, and who had become sufferers through the disloyal and disaffected in the Lower Province, were nobly and generously defrayed by Upper Canada from her own local resources. And, further, that this House, considering the vast importance of the measure (both in a political and moral view) as now proposed by the present administration, and embraced in the original resolutions, and the sudden and peculiar mode of introducing it, by which the country has been taken by surprise, and also considering the impoverished and embarrassed state of the finances of the Province generally, which has put a stop to our public improvements so much required, is of opinion that this measure ought not to be further proceeded with until a direct appeal has been made to the people, and their voice expressed in a proper constitutional manner."

Yeas :—Messieurs Badgley, Brooks, Cayley, Christie, Crysler, Gugy, Macdonald of Kingston, MacNab, Malloch, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac, Stevenson—17.

Nays :—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Dickson, Solicitor-general Drummond, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Johnson, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Lyon, Macdonald of Glengary, McConnell, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Taché, Thompson, Viger, Watts, Wilson—52.

The fifth resolution was finally agreed to :—

Yeas :—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Macdonald of Glengary, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, Viger, Watts—48.

Nays :—Messieurs Badgley, Brooks, Cayley, Christie, Crysler, Dickson, Gugy, Johnson, Lyon, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Durham, Smith of Frontenac, Stevenson, Wilson—23.

The sixth resolution being again read, Honourable Mr. Cayley moved in amendment thereto, to substitute the following : –

" That authority should be given to the Governor-general and Council to issue debentures to the amount of £. or such lesser sum as may be sufficient for the purpose, payable out of the tavern licences of that part of the Province formerly called Lower Canada, at or within 20 years from the date thereof respectively, and bearing interest at the rate of six per cent. payable out of the said licences, on such day and in such year as shall be therein specified.

Yeas :—Messieurs Badgley, Brooks, Burritt, Cayley, Christie, Crysler, Dickson, Gugy, Johnson, Macdonald of Kingston, MacNab, Malloch, Maclean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac ; Stevenson—20.

Nays :—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Macdonald of Glengary, McConnell, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Taché, Thompson, Viger, Watts, Wilson—51.

The sixth resolution was then agreed to :—

Yeas :—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Egan, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Macdonald of Glengary, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, Viger, Watts—48.

Nays :—Messieurs Badgley, Brooks, Burritt, Cayley, Christie, Crysler, Dickson, Gugy, Johnson, Lyon, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Durham, Smith of Frontenac, Stevenson, Wilson—24.

The

The seventh and last resolution was also agreed to.

Honourable Mr. La Fontaine then introduced a Bill to provide for the indemnification of parties in Lower Canada, whose property was destroyed during the rebellion in 1837 and 1838;—second reading on Friday next.

The remaining orders were postponed till the next sitting of the House.
Adjourned at half-past two o'clock.

EXTRACT from the Votes and Proceedings of the Legislative Assembly, of Friday, 2d March 1849.

Hon. Mr. La Fontaine moved, that the Bill be now read a second time.

Sir Allan N. MacNab moved, in amendment, to leave out all the words after "That," and add the following: "The Bill having been introduced informally, and contrary to the rules, usages and practice of Parliament, with respect to money grants, which rules have been devised for the greater security of the people, to the end 'that when money is to be raised on the subject, the proposition should have the fullest and most frequent discussion,' the said Bill be not now read a second time, but be read a second time this day six months."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Dickson, Gugy, Johnson, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Smith of Durham, Smith of Frontenac, Stevenson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Flint, Fortier, Fournier, Guillet, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Laurin, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, Viger, Watts—46.

The main question being then put, the House again divided:—Yeas, 46; Nays, 20.

The Bill was then read a second time, and committed for Thursday next.

EXTRACT from the Votes and Proceedings of the Legislative Assembly, of Tuesday, 6th March 1849.

The House went into committee on the Bill to provide for the indemnification of parties in Lower Canada whose property was destroyed during the rebellion in 1837 and 1838; and after some time spent thereon, Mr. Davignon reported, that the committee had gone through the Bill and made amendments thereunto.

Mr. Speaker having put the question, Shall the report be now received? the House divided:—

Yeas: Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hincks, Holmes, Jobin, Attorney-general La Fontaine, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Two Mountains, Taché, Thompson and Viger—43.

Nays: Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir Allan N. MacNab, Malloch, McConnell, McLean, Meyers, Robinson, Seymour, Sherwood of Toronto, Smith of Durham, Smith of Frontenac, and Stevenson—19.

The report was then received, and the amendments read.

Hon. Mr. La Fontaine moved, That the question be now put separately upon each of the said amendments.

Sir Allan N. MacNab moved an amendment, To leave out all the words after "That," and add the following: "The said Bill be re-committed, with the view of making to it the following amendments:—

Pages 2 and 3; leave out the 1st and 2d clauses.

Page 4, clause 7, line 26; after the words "that I," insert "bear and have always borne true allegiance to Her Majesty, and did not directly or indirectly take part in the unnatural rebellion against Her authority in the year 1837 or 1838, or at any other time, nor did I aid or abet any person or persons in such rebellion, or refuse or neglect to do my utmost endeavours to put down the same; and I swear that I".

Page 6; leave out 9th clause.

Clause 11; leave out from "subjects," in the 36th line, to "in them," in the 37th line inclusive, and insert "loyal subjects in."

Page 7, clause 13; after the word "claim," in the 3d line, insert "And no claim shall be received by the said Commissioners unless they shall be satisfied by the oath of the claimant, or of some competent witness or witnesses, that the claimant, or if he be dead the party for whose losses compensation is claimed, is or was a subject of Her Majesty, and did not, directly or indirectly, take part in the unnatural rebellion in the year 1837 or 1838, or aid or abet any persons concerned in such rebellion, or refuse or neglect to do his duty as a loyal subject to put down the same."

Line 30; leave out from "respectively," to the end of the clause.

Page 2, Preamble; leave out from "authority," in line 8, to the end of the Preamble, line 32, and insert, "to the end that, after a report stating the result of such inquiry shall have been submitted to the Governor of this Province by the Commissioners appointed to make such inquiry, and shall by the Governor have been laid before both Houses of the Provincial Legislature, provision may be made for the payment of such of the said losses as shall have been sustained by loyal subjects of Her Majesty who have not heretofore received compensation for the same."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir Allan N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Toronto, Smith of Durham, Smith of Frontenac, and Stevenson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Taché, Thompson, and Viger—43.

So it passed in the negative.

Hon. Mr. Sherwood moved, in amendment to the main question, to leave out all the words after "that," and add the following: "The said Bill be re-committed for the purpose of moving the following amendment: That all after the word 'whereas,' in the first line of the preamble be left out, and the following inserted:—On the 28th day of February 1845, an humble address was adopted by the Legislative Assembly of this Province, and by them presented to the Right honourable Charles Theophilus Baron Metcalf, the then Governor-general of the same, praying, 'that his Excellency would be pleased to cause proper measures to be adopted in order to ensure to the inhabitants of that part of this Province, formerly Lower Canada, indemnity for just losses by them sustained during the rebellion of 1837 and 1838:' and whereas the term 'just losses' meant, and was intended to mean, the losses of such persons who upon that occasion maintained their allegiance to Our Most Gracious Sovereign, and not of such as were in any manner implicated in the said unnatural rebellion; and whereas in pursuance of the said address, a Commission of five persons was, on the 24th November 1845, by his Excellency the said Governor-general duly appointed to inquire into the losses sustained by Her Majesty's loyal subjects of Lower Canada aforesaid, during the late unnatural rebellion which unhappily existed in that part of the said Province of Canada, and growing out of the said rebellion: and whereas it appears by the report of the said Commissioners, dated

the

the 18th April 1846, that 'the want of power to proceed to a strict and regular investigation of the losses in question, left the Commissioners no other resource than to trust to the allegations of the complainants as to the amount and nature of their losses:' and whereas in order to indemnify the said loyal inhabitants for such losses, it is necessary and just that the particulars of such losses, not yet paid and satisfied, should form the subject of more minute inquiry under legislative authority, and that the same, so far only as they may have arisen from the total or partial destruction of the dwellings, buildings, property and effects of the said loyal inhabitants, and from the seizure, taking or carrying away of their property and effects, should be paid and satisfied:" Be it enacted, &c.

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Hall, Macdonald of Kingston, Sir A. N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Toronto, Smith of Durham, Smith of Frontenac and Stevenson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hincks, Holmes, Jobin, Attorney-general LaFontaine, La Terrière, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, and Viger—45.

So it passed in the negative.

The Honourable Mr. Robinson then moved, in amendment to the main question, to leave out all the words after "That," and insert the following: "the Bill be re-committed forthwith for the purpose of amending the preamble, as follows: after the word 'Bermuda,' line 29, page 2, the following be inserted; nor any person who was in any manner implicated in the said rebellion, or who refused when called upon to aid in suppressing it."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Hall, Johnson, Macdonald of Kingston, Sir A. N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Toronto, Smith of Frontenac, Smith of Wentworth and Stevenson—21.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hincks, Holmes, Jobin, La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Taché, Thompson, and Viger—45.

So it passed in the negative.

Honourable Mr. Sherwood again moved, in amendment to the main question, to leave out all the words after "That," and insert the following:—"The Bill be re-committed, in order to make the following amendment: "That all after the word 'Debentures' in the 3d line of the 1st clause, to the word 'at' in the 28th line, and also the following words in the 41st line, 'payable out of the said fund,' be expunged, and that the following be added to the said 1st clause at the end thereof: And provided also, that the said debentures shall be issued on the security of, and be made payable out of the proceeds arising from the issuing of tavern licences in Lower Canada, and the fees receivable in Lower Canada upon marriage licences."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir Allan N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Toronto, Smith of Durham, Smith of Frontenac, and Stevenson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Attorney-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of

Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson, and Viger—47.

So it passed in the negative.

Mr. Christie then moved, in amendment to the main question, to leave out all the words after "That," and add the following: "the Bill be re-committed for the purpose of inserting the following clause between the 10th and 11th clauses: Provided always, and be it enacted, that no claim for any loss alleged to have been sustained through or by reason of the rebellions in Lower Canada, in 1837 and 1838, or of either of them, shall be entertained or investigated, unless the claim preferred be, on the representation thereof, accompanied by a written affidavit or attestation on oath of the claimant before the said Commissioners, or some one of them, which oath they are, and each of them hereby is authorized and required to administer, that he in no respect aided, abetted, joined, took part, nor directly or indirectly participated in the said rebellions, nor in either of them; and in the case where the claim preferred shall relate to the estate or succession of any deceased person, and whose decease may have taken place since the rebellion or outbreak in the year 1838, such claim shall not be entertained nor investigated, unless it be accompanied by an affidavit or attestation on oath of the legal representative, or of the nearest relation of the deceased person with respect to whose estate or succession such claim is preferred, or by some other respectable person residing in the parish, township or settlement wherein the person may have resided during those rebellions, that to the best of the deponent's knowledge and belief, the deceased person in whose name, or for whose estate and succession the claim is preferred, took no part openly or covertly in either of the said rebellions, nor aided, abetted or joined therein directly or indirectly."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir Allan N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Toronto, Smith of Frontenac, and Stevenson—19.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cartier, Cauchon, Chabot, Chaveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Forquin, Guillet, Hall, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merrit, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Thompson and Viger—46.

So it passed in the negative.

Honourable Mr. Macdonald moved, in amendment to the main question, that all the words after "That" be left out, and the following added: "The said Bill be re-committed forthwith, for the purpose of amending its preamble, by inserting after the word 'Bermuda,' in the 29th line of the 2d page, the words 'or who by their written confession admitted their participation in the said rebellion.'"

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir A. N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Sherwood of Toronto, Smith of Durham, Smith of Frontenac and Stevenson—20.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merrit, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Thompson and Viger—46.

So it passed in the negative.

Mr. Gugy then moved, in amendment to the main question, that all the words after "That" be left out, and the following added: "The Bill be re-committed, with the view of adopting the following amendment; viz. that the following words be added to the end of the 1st clause:—'Provided always, that no debentures

debentures chargeable on the consolidated revenue fund be issued under or by virtue of any of the enactments or provisions in this Act contained, until the public debt, for payment of which the said revenue fund is pledged, be fully and entirely discharged and extinguished."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Gugy, Macdonald of Kingston, Sir A. N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Smith of Durham, Smith of Frontenac and Stevenson—17.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Scott of Bytown, Smith of Wentworth, Taché, Thompson and Viger—45.

So it passed in the negative.

Honourable Mr. Cayley moved, in amendment to the main question, to leave out all the words after "That," and add the following: "The Bill be forthwith re-committed, for the purpose of amending the same, by adding to the first enacting clause the following words: 'Provided always, that no debentures shall be issued under this Act, until all sums authorized to be raised on the credit of the Province for the completion of public works and improvements, shall have been obtained.'"

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Gugy, Macdonald of Kingston, Sir A. N. MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Smith of Frontenac and Stevenson—16.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Taché, Thompson and Viger—47.

So it passed in the negative.

Then the main motion was put, and agreed to upon the following division:

Yeas:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chaveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Fergusson, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merritt, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott of Bytown, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson and Viger—46.

Nays:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Gugy, Macdonald of Kingston, MacNab, Malloch, McConnell, McLean, Meyers, Prince, Robinson, Seymour, Smith of Durham, Smith of Frontenac and Stevenson—17.

The amendments were then again read and agreed to, and the Bill ordered to be engrossed.

EXTRACT from the VOTES and PROCEEDINGS of the LEGISLATIVE ASSEMBLY, of Friday, 9th March 1849.

AN engrossed Bill to provide for the indemnification of parties in Lower Canada, whose property was destroyed during the rebellion in the years 1837 and 1838, was read the third time.

Honourable Mr. La Fontaine moved, that the Bill do pass.

Honourable Mr. Sherwood moved in amendment, that the following clause be added to the Bill, by way of rider, and do make part thereof:—

"And be it enacted, that the said Commissioners shall, from time to time, at their discretion, or as often as they shall be thereunto required, and as soon as possible after the determination of their examination and proceedings by virtue of this Act, and without any further requisition, furnish an account of their proceedings in writing to the Governor-general; and that a copy of such proceedings be laid before the Legislature of this Province at the then next ensuing Session of Parliament, and that no debentures be issued under this Act until the said account of the proceedings of the said Commissioners be laid before the Legislature as aforesaid, for at least thirty days after its meeting, and before acted upon."

Yeas:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir Allan N. MacNab, Malloch, McConnell, Meyers, Robinson, Seymour, Sherwood of Toronto, Smith of Frontenac and Stevenson—17.

Nays:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Toronto, Boutillier, Cameron of Kent, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Hall, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merrit, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott of Two Mountains, Smith of Durham, Smith of Wentworth, Taché, Thompson and Viger— 47.

So it passed in the negative.

The Bill was then passed upon the following division:—

Yeas:—Messieurs Armstrong, Attorney-general Baldwin, Beaubien, Bell, Solicitor-general Blake, Boulton of Norfolk, Boutillier, Cameron of Kent, Cartier, Cauchon, Chabot, Chauveau, Davignon, De Witt, Solicitor-general Drummond, Duchesnay, Dumas, Fergusson, Flint, Fortier, Fournier, Fourquin, Hall, Hincks, Holmes, Jobin, Attorney-general La Fontaine, La Terrière, Lemieux, Marquis, McFarland, Merrit, Méthot, Mongenais, Morrison, Nelson, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott of Two Mountains, Smith of Wentworth, Taché, Thompson and Viger—47.

Nays:—Messieurs Badgley, Boulton of Toronto, Cayley, Christie, Crysler, Gugy, Johnson, Macdonald of Kingston, Sir Allan N. McNab, Malloch, McConnell, Meyers, Robinson, Seymour, Sherwood of Toronto, Smith of Durham, Smith of Frontenac, Stevenson—18.

REBELLION LOSSES BILL (CANADA).

COPIES or EXTRACTS of the Votes and Proceedings of the House of Assembly of *Canada*, relating to the Rebellion Losses Bill.

(*Mr. Hawes.*)

Ordered, by The House of Commons *to be Printed*,
12 *June* 1849.

380.

Under 2 oz.

276

NEWFOUNDLAND AND LABRADOR.

RETURN to an Address of the Honourable The House of Commons, dated 17 May 1849;—*for*,

"COPY or EXTRACT of a REPORT, dated the 2d day of October 1848, addressed to Vice-Admiral the Earl of *Dundonald*, by Captain *G. G. Loch*, R. N., upon the FISHERIES of NEWFOUNDLAND and LABRADOR."

Ordered, by The House of Commons, *to be Printed*, 1 *June* 1849.

COPY of a REPORT, dated the 2d day of October 1848, addressed to Vice-Admiral the Earl of *Dundonald*, by Captain *Granville G. Loch*, R. N., upon the FISHERIES of NEWFOUNDLAND and LABRADOR.

Her Majesty's Ship "Alarm,"

My Lord, St. John's, Newfoundland, 2 October 1848.

I SAILED from Halifax in Her Majesty's ship, under my command, on the 14th June, and anchored in the harbour of St. Pierre's the afternoon of the 17th. I found the outer roads and inner harbour filled with shipping; there were 133 French vessels, averaging from 100 to 350 and 400 tons; 100 of these were bankers, chiefly brigs, lately returned with cargoes. They had taken in their salt, and were waiting for bait (caplin), which they told me would strike into the bays of St. Peter's and Miquelon in a day or two. This prophecy (whether likely to prove true or not) was merely mentioned to deceive me, as it is well known the supply afforded round their own islands is insufficient to meet the great demand. The next morning I observed boats discharging caplin into the bankers, which I ascertained had been brought over from our own shores during the night in English boats. The bait is sold in the harbour of St. Pierre's, either by barter for piece goods, provisions, or for money.

In every way this transaction is illegal; first, by vessels trading to foreign ports without a Custom-house clearance, in violation of Act 3 & 4 Will. 4, c. 59; secondly, by sailing without registers; and, thirdly, by defrauding the colony of a branch of its revenue.

Their only excuse is, that if they were not in self-defence to sell the caplin, the French would take it, as they formerly used to do, in defiance of all remonstrances and opposition; for it is, they say, impossible to guard every particular point where the caplin may strike along so extensive a coast so as to prevent the robbery, or, in most cases, even to see the French fishermen, in consequence of the frequent and dense fogs. This traffic has now become so systemised and general, and so productive to all the parties engaged in it along the coast, that it will be a matter of great difficulty to put it down.

I waited on the Commandant, Monsieur Delecluse (Capitaine de Corvette), and, after mentioning the object of my visit, I strongly urged him to aid me in the support of the existing treaty.

He said he would, and always endeavoured to do so, in conjunction with my predecessor, but that it was an up-hill task, owing to the proximity of the island with the main, and the frequent fogs, which often enveloped all surrounding objects sometimes for many days together.

As a means of checking this great evil, I would propose establishing one or two magistrates at central positions, say Fortune, Lamalin and Burin, and supplying four swift row-boats, attached to a colonial tender, during the fishing season, and swearing in their coxswains as special constables.

Some of the local authorities entertain an idea that they cannot exercise jurisdiction over men embarked in boats; but in this I have ventured to assure them they are mistaken, and that when boats are fishing in creeks, harbours or along the coasts within three miles' distance of the land, the same law extends to the persons of the individuals in them as to a settler on the shore, and that they would be fully borne out in exercising any legitimate authority they may possess for an infringement of a local or imperial law by parties so situated.

 The

The fishing season commenced the beginning of June, and will close the first week of October; they do not consider it will be a favourable one, however; fishermen are as hard to satisfy as farmers; their catch will probably average 1,000,000 quintals.

The Government bounty is 11 francs per quintal, a sum equal to the value of the article itself. Owing to the embarrassed state of the French finances at home, and the failure of all their commercial establishments in the West Indies, there is comparatively no sale for the Bank fish this year. No accurate calculation can be formed of the value of the whole quantity of fish caught by the French, as many vessels carry their cargoes to France green; the fish are dried and salted there, and exported thence to the West Indies, and some to the Mediterranean.

I am assured that 360 vessels, from 100 to 300 tons burthen, are engaged in the Bank fisheries, employing from 16,000 to 17,000 men (exclusive of the coast fishermen). All these vessels return to France every winter; their crews spend the money they make there, buy the fitments they require there, sell their cargoes for the use of their countrymen at cheaper rates than the Newfoundlanders can to the colonists, and are knit together in a body by the regularity and system of their duties, and man their country's navy if required.

The French annual Great Bank fishery averages a catch of 1,200,000 quintals, and nearly the entire quantity is sent to the West Indies; Guadeloupe and Martinique consume two-thirds, and the remainder is exported to other islands.

The islands of St. Pierre and Miquelon are admirably adapted for the purposes to which they are applied; no expense to Government, they offer the best possible centre for all commercial operations, a depôt for their stores, secure harbours for their shipping, and at the same time, owing to their proximity to the shores of Newfoundland, their inhabitants are equally well supplied with bait and fish as the British settlers themselves in their vicinity.

The French authorities, however, do not deny that the sole object of their Government in supporting these fisheries at so great a cost is to form seamen for their navy.

Monsieur Filleau, the intelligent commissary at St. Pierre's, candidly told me this, and added, that no private companies could of themselves support this commerce, unless the market price of the article rose to double its present amount.

Monsieur Delecluse, the governor, had also the honesty to affirm that the supply of caplin by the English from their bays and coast alone enabled the bankers to prosecute their fishings; and he believed that to this traffic with his islands our poor settlers were alone enabled to support their existence!!!

Remarks.

It is obvious that by withholding from the French the supply of bait from our own shores, their success upon the Great Bank would sensibly diminish, and the advantages the fish merchants at present derive from the bounty granted by their Government over other competitors could not increase the trade beyond the limits controlled by the comparatively very scanty supply of caplin afforded by their own coasts and islands.

If, on the other hand, it is the large payment of bounty by the Government that alone upholds the fisheries, and which has advanced them to their flourishing condition, the present is surely the period for our merchants to exert themselves to regain their lost ascendancy; while the French are paralysed by the failure of the French West India markets, and general loss of credit consequent upon the emancipation of the blacks by the revolution of February.

It is wonderful to observe the inhabitants of a nation, certainly not addicted to maritime pursuits, surpass a seafaring people in the prosecution of an avocation natural to them, and in which it is necessary to display more science and perseverance to be successful than in any other branch of a sailor's trade.

In consequence of this anomaly, I cannot but believe there must be some flagrant want either of industry or skill, on the part of the people of Newfoundland, admitting even that the existence of the French banker is entirely dependent upon the bounty money.

However this may be answered, the fact is very apparent that the French have established and systemised a large fleet of vessels, which now no unaided individual enterprise can successfully compete with.

The

The capital advanced by the French Government (at the commencement of the competition with the English bank fishermen) at once lowered the market price of fish to almost the cost attendant upon the sailing of the English vessel, which the French bounty alone was, and is still, equal to defray.

A French vessel of 300 tons has a crew of at least 40 men (worse fed and paid than Englishmen), and is found with from seven to nine heavy anchors, and upwards of 800 fathoms of hemp cables. She would also have from four to five large boats capable of standing heavy weather, and numerous nets and fishing-tackle made in France, one-third the expense our colonists can procure theirs.

The boats above mentioned are capable of laying out from 5,000 to 6,000 fathoms of line, to which hooks and weights are attached at certain distances, and secured by anchors.

These are termed buttows, and are generally shot on each bow and quarter. They are enabled, with the number of hands belonging to each vessel, to lift these lines and take the fish off frequently, both during the day and night; while the smaller English vessels manned by a weaker crew (consequent upon the greater expense), and only possessing common anchors and cables, are under the necessity of using the ordinary hot line.

Not only are the fish attracted away from them by the miles of bait spread over the bottom by their rivals, but when heavy weather occurs they are obliged to weigh; while the French remain securely at anchor with 200 fathoms of cable on end, and ready to resume their employment immediately the weather will permit them.

While we yield to the French the advantages of independent ports and unmolested fisheries, we are, on the other hand, hampered by circumstances unfelt by them; for example, their fishermen arrive from the parent state, ours belong to a thinly-peopled and dependent colony; they have their drying grounds close to the fisheries, as we have on the shores of this very colony, deriving every advantage from it, and untrammelled by any expenses or local taxes to which our people have to contribute, in addition to the aforesaid disadvantages.

The distance from France is of no moment; instead of adding to, it is the means of diminishing the expense attendant on the conveyance of the fish to Europe, for a great portion of the season's catch not sent to the West Indies is carried away by the large fleets of vessels upon their return home for the winter; while our fish merchants have to collect the produce of the season from numerous stations distributed over a great range of coast, and then again to tranship it into large vessels to cross the Atlantic.

It may also be said that our people are working for existence; the French are sent forth by capitalists, and supported by large bounties paid by their Government; hence (as I have endeavoured to show) the great reason of their success over our colonists in their more expensive mode of fishing on the Banks.

It is not surprising, then, that they have been thrown back upon the coast of the island, and have abandoned their vessels for small boats only adapted to fish close to the shore, and in the creeks and harbours.

Fortunately, the cod, the staple wealth of these seas, seems inexhaustible, so that a large revenue is still made; but the nursery for seamen has ceased to exist; while our rivals number 16,000 well-trained men belonging to the bankers, exclusive of 12,000 others attached to their fishing stations on the coasts granted to them by treaty.

Burgeo Islands.

June 24th.—The fishing is carried on throughout the year. It was good during the past winter, but indifferent in the spring; on the whole, they have had a fair catch, 6,000 quintals since October.

The fish are not so plentiful as they were five years ago. There are about 700 inhabitants residing on three islands; they are increasing in numbers; 14 years since there were only two families.

The French do not interfere with their fishing, or appear on their coasts. The caplin had not been at all plentiful, but were beginning to strike into the harbours in great abundance, and would, they expected, remain on the coast for several weeks.

They trade principally with Spain and Portugal, sending their largest fish to Cadiz, and generally commanding the early markets of both those countries,

in consequence of their ability to prosecute their employment throughout the year.

These inquiries were principally answered by Mr. Stephens, agent to Messrs. Newman, Hunt & Co. There was, besides this establishment, a Jersey room, belonging to Mr. Nicholl, who has another fishing station, 30 leagues east, and one at La Poile.

During my visit there were two vessels in the port; one was receiving cargo for the Levant, and the other collecting fish from the different stations along the coast.

Most of the fishermen belonging to the settlement are hired by one or other of the above-mentioned houses, and they receive 4*s.* 6*d.* for every hundred fish delivered; but, unfortunately, they are dependent upon their employers for the supply, not only of their boats, nets, clothes and other articles, but also for their food, so that by what I could ascertain, I fear that a very pernicious system of usury is prosecuted. If this should continue, the merchants may be enriched, but the settlers will certainly never improve in civilization or prosperity.

The inhabitants, with but few exceptions, are all Protestants. There are two churches, but at the time of my visit no clergyman, the Reverend Mr. Blackmore having been removed to a better living, and Mr. Cunningham, his successor, had not arrived. The magistrate is a Mr. Cox, at present in England. There is also a small school-house, to which the fishermen contribute a small annual sum for the education of their children.

The appearance of the settlement itself is without exception (considering the reputed value of the fisheries) the most disreputable and wretched I have hitherto seen. True, the ground is a bog, with granite boulders, and rocks rising from its centre, upon which the huts and cabins can alone be planted, but yet no attempt seems to be made to drain the filth and bog water away from their doors, or even to make pathways, by which to pass from house to house, without having to wade through black mire. The only causeway in the settlement is one formed of deal boards, from the church to Mr. Stephens' residence. Nevertheless, to my surprise, I must own that the people seem happy in their state of filth, and I heard no complaints of disturbance or of crime having been recently committed.

Lamalin.

June 30th.—The fish struck in early and in great quantities, but there was not a catch in proportion to the abundance at the commencement of the season, in consequence of bad weather preventing the boats going out, until the caplin struck in, when they were fully employed, catching and taking them to St. Pierre, to sell to the French bankers. There has been but little bait at St. Pierre this year, so that caplin fetch a high price. As much as £. 15 a day is made by each boat employed in this manner.

I was informed by Mr. Winter, the Custom-house officer at Lamalin, that a duty of 6*s.* per quintal was imposed by the colony on bait exported; but in consequence of the law officers of the Crown having given their opinion that bait caught and shipped (without being landed) could not be considered as exported, the boats adopt this method of taking away the caplin to evade the duty. At the time of my first visit the French boats had not been troublesome; none, indeed, had been seen; but on my second visit (August 26th), after their caplin had been sold, they began to complain of their encroachments. This was the latter end of August, about the time when the fish leave their coasts and small islands for our shores. After the fish have been cured, they are taken by coasters to St. John's and Burin. There are also two schooners that trade regularly from Harbour Breton, in the employ of Newman & Co., and Nicholl & Co.

The house and boat that are kept for the use of the officer and crew, generally left at Lamalin during the fishing season, have not been put in a state of repair this summer. The boat has no oars, and looks very old, and the house has several panes of glass broken, and was not in a fit state to inhabit.

The settlement of Lamalin is not increasing. Much apathy exists among the inhabitants. No road is yet made, and only one small house has been built since last year. The population is not quite 400.

Mr. Butler, the late magistrate, died in the fall of the year, and Mr. Pack, from St. John's, is his successor. Mr. Pack is building a large house, about a quarter of a mile from the settlement, and expresses his intention of carrying agriculture to a large extent. The soil is good, and well adapted for potatoes, of which

which they have lately begun to export a considerable quantity. The potato disease, however, visited them last year, in consequence of which their seed is neither good nor abundant.

June 30th.—To have left an officer and boat's crew at Lamalin, at the late season of my first visit, I ascertained would have been of no service, as the French bankers had received their supply of caplin from the English themselves, and which Mr. Pack told me were chiefly the fish, about which disputes arose.

It may be undoubtedly true that the French occasionally encroach upon the banks in the vicinity of Lamalin, and thereby excite the jealousy of the fishermen of that station, and that in consequence a man-of-war's boat would be useful to foster the indolence of those individuals who, thus protected, might choose their own time to fish, and take it easy; yet I have no hesitation in saying, they do not deserve this protection; for the comparatively few fish the French abstract cannot be one tithe so injurious to their own individual interests as their wholesale and illegal traffic in caplin is to the entire fishing community inhabiting the south and eastern shores of the colony, not only by supplying the French bankers with the means of prosecuting their successful competition on the Grand Bank, but also thereby preventing the strike of the fish towards the shore, by the spread of bait, which intercepts their passage.

I nevertheless think that a small cruiser, possessing three fine whale-boats permanently stationed on the south coast for the season, making Lamalin as the port nearest the French possessions her head quarters, and with power not only to protect our fishermen, but to act as a coast-guard vessel, to prevent smuggling, and check the illegal trade in caplin, would be most beneficial to the fishing interests of the colony at large.

St. John's

Has enjoyed a more productive season than for many years past, which, with the cheering prospect of abundant crops in grass, grain and potatoes, has given new vigour and life to the capital, after the fire and famine of the last and preceding years.

July 23d.—I sailed from St. John's for the coast of Labrador, July 23d, with clear weather, and a moderate breeze from W.S.W., which lasted until we were abreast of Trinity Bay, where we met a fog from the southern coast, which generally fills that bay with winds between S. and W.S.W., passing over the narrow isthmus which joins the district of Terryland to the great body of the island.

The wind shifted to the N.N.E., and threw up, as it increased, a chopping sea; but, as the fog was light, I stood towards Cape Freels, to see whether the valuable fishing grounds extending round its extremity were occupied by our own people.

This Cape is to be avoided in thick or heavy weather, on account of the innumerable rocks and shoals that surround it, both north and south. It, nevertheless, is a good fishing station, and affords shelter for boats and small vessels; 17 were in sight.

At noon we passed Funk Island within a mile, leaving it on the port hand. It is a flat-browed island; I should say not more than 60 feet high, and cannot be seen at more than 12 miles' distance.

Parties repair thither in spring and autumn to collect eggs and feathers. At one time a very considerable profit could be gained by this trade, but lately, owing to the war of extermination that has been waged against the flights of puffins, gannet, divers, gulls, eider-ducks, cormorants, &c. &c., it has greatly diminished. One vessel of 25 tons is said once to have cleared £.200 currency in a single trip to Halifax.

July 26th.—We passed between Groais and Belle Island (South) shortly after daylight, counted ten icebergs, some drifting about with the wind and tide, others aground, and two at the entrance of Croc.

Croc.

This harbour is a long narrow indenture, slightly curving towards its head, where vessels may lay perfectly land-locked.

It is the head-quarter station for the French men-of-war, employed for the protection of their fisheries.

 I found

I found at anchor the French brig-of-war "Meleager," and two empty merchant vessels, lying with their topgallant masts down, and hatches locked. Their crews to a man were fishing.

Besides these, there was a small English schooner, the "Mariner," bound, and belonging to St. John's, with a cargo of salmon.

The French have two rooms in Croc, on opposite sides of the harbour. When they return home for the winter, they leave them in charge of two Irishmen, named Hope and Kearney, only removing the canvas coverings of the stages.

They also leave some of their boats behind them, turning them over on the beach, and thatching them with spruce boughs, in the same manner that our own migratory fishermen do theirs on the coasts of Labrador, to protect them from the weather. Their establishments are conducted upon the same principle as our own; and, although their arrangements evince a better system of discipline, I do not think that the same energy is displayed by their fishermen in the prosecution of their employment, nor does it appear to me to be so thoroughly performed; I mean that, to my inexperienced eye, the fish neither seem to be so well cleaned, split, boned or cured.

The two rooms in Croc employ between them 30 seven-quintal boats and 130 men, 100 afloat and 30 shore men (as they are termed) in the establishments; six of these boats were exclusively occupied in catching caplin and herrings for bait, and were manned by crews of eight men.

Their fishing this year commenced the 5th June, and is considered good in point of quantity, although the fish are unusually small. The catch has been, to the present date (July 27), 7,000 quintals, and they anticipate 6,000 more before they close. They use seines principally, but they also fish with lines.

Caplin had struck in very early, and in great abundance; they were now beginning to disappear; replaced by herrings.

Croc is by no means a first-class fishing station. Rouge, St. Julian's, Goose Cove, Creminillere, Braha, Oruirpon, besides others in the vicinity of Cape St. John's, all harbour more vessels, and send forth a greater number of boats.

The French coast fishermen do not receive so large a bounty as their countrymen engaged exclusively on the Banks. The risk and expense attending their occupation is much less, and, consequently, the insurance lower. The coast fishermen sail from France in vessels of 150 to 200 tons, laden with salt, and containing their entire fishing equipments, comprising men, boats, nets and provisions. When they arrive at the destined harbours, they moor their vessels, re-roof their last year's establishments, land their goods, lock up their vessels' hatches, and commence fishing. If the season prove prolific, traders connected with the planters will, perhaps, once or twice during the season, carry away the produce of their good fortune and industry, preserving a sufficiency to freight their own vessels back to France.

The French north-east coast fisheries are prosecuted, perhaps, with greater vigour, and have increased more rapidly than those to the southward.

This year there were upwards of 11,000 fishermen employed between Cape Ray and Cape St. John's, showing an increase of 1,500 men within two years.

I had great difficulty in collecting information, not only from the superindents of the rooms, but also from the naval officers; they evinced, I thought, great jealousy in their answers to my questions.

The northern and southern fisheries are opposing interests; the former are conducted by houses at Granville, St. Malo, Pampot, Bennick, Havre, Nantes and St. Brieux, the latter by merchants of Dieppe, Bayonne, and, in one instance, in connexion with a St. Malo house, of the name of L'Huiller.

I met at the table of the Captain of the French brig-of-war two superintendents of rooms; they had originally been masters of bankers; they appeared to be men of energy and substance, and possessed very considerable general information. They spoke with pride of the sailors their bankers produced, and of the hardships and dangers they were exposed to while fishing on the banks, and that to deprive their country of these fisheries would be to lop off the right arm of her maritime strength.

I found, during my stay, the climate dry, the winds light, and in the harbour, notwithstanding the proximity of eight or ten icebergs, the temperature mild and agreeable, but outside the air was damp and chilly, even with a clear sky overhead.

Sailed for Belle Isle (North), and observed, on my way there, one brig in Fishshot Cove;

Cove; one barque and one brig in Goose Cove; one barque, one brig and one schooner in Creminillere Cove; two barques and two brigs in Braha; one English brig in Griguel Harbour; one French brig in De Grat Harbour.

Belle Isle (North).

The fisheries round this island are most valuable, and I grieve to say are principally gathered by the French. During the afternoon, night and next morning I was off this island, I only saw two vessels, and those were English jacks; but, nevertheless, I ascertained that the French had been fishing round its shores the entire season, and had only departed upon the visit of the man-of-war being reported by their look-outs.

I do not see how these fisheries can effectually be protected while the French possess the facilities of numerous and convenient ports in its vicinity, with only the opposing influence of two Jersey establishments in Chateau Bay to contend against them. The most effectual protection would be the constant presence of a small cruiser during the entire season, to act in conjunction with the small Government schooners the French themselves employ for this service. If it were practicable to form establishments on the island itself, this expense, perhaps, might be saved, but, owing to the total absence of safe beach or boat harbours, this would be almost impossible.

These fisheries are capable of yielding 40,000 quintals in the season, and, I am told, the French take upon the average 30,000.

I could not visit the establishments in Chateau, owing to the bay being blocked up by icebergs; 83 were counted between Belle Isle and the coast of Labrador.

Red Bay

Is a beautiful little harbour, perfectly sheltered from every wind, and is capable of admitting ships of the largest class. It is formed of Saddle Island, lying off the entrance of a round basin with a narrow neck. There is good anchorage behind the island, which forms what may be called the outer harbour. The hills of the main are nearly 500 feet in height, somewhat higher than those directly to the North-east and South-west of the port.

The hills are close to the shore, formed of reddish granite, and covered with moss, some stunted spruce, birch and juniper bushes.

Three small rivulets enter the basin, but water cannot easily be procured for ships, owing to sand-bars extending across their mouths.

The port is not very easy to make, as the features and indentations of this portion of the coast are very similar; one of the best marks is a small flat island, a little to the eastward of Saddle Island, named "Oil" Island in the book of sailing directions, and "White" Island by the fishermen.

There are 13 rooms at this station, all belonging to separate planters, small proprietors employing altogether 50 fishermen (exclusive of the shore-men); the principal person among them is a Mr. William Penny, of Conception Bay. He comes to this port in his schooner every spring, and arrived this year, on the 17th June, with 95 people on board—40 men, the rest women and children. During the season there are about 100 inhabitants; 40 reside for the purpose of seal fishing during the winter. They commenced cod fishing this year the 5th June. They use both seines and lines, and have 25 boats of different sizes, employing from two to three hands each, and capable of containing from 5 to 10 quintals. They send their fish to St. John's, Carbonear and Halifax. They despatch it twice in the season, if the fishing is moderately good. Their catch to the present date, 30th July, has been 3,500 quintals, which is the greatest amount of fish they have taken so early for the last three years. They expect to average before the close 100 quintals a man. They would not be contented with less than 70 (the French consider 50 quintals per man a paying season). The fishing generally ends about the 5th September, when the ice begins again to form, and the bait strikes off into deep water. The bait they use is caplin, herring

"In 1839 or 1840, when employed on this service, I represented that the French had taken possession of Belle Isle, and an order was sent from England for their removal in the following year."—*A. Milne.*

herring and lance, in rotation. Although the latter may be procured throughout the season, they use the caplin while it can be procured, which is frequently from June until the end of August. They can place no reliance upon the strike of the herrings. They consider the climate during the summer and autumn months drier and of more equal temperature than upon the North-east coast of Newfoundland.

They say that they are much disturbed by the French and Americans: the former coming over from the other side in squadrons of batteaux, sweeping all their best fishing grounds; while the latter enter their harbours in schooners of 60 tons, catching their fish, and drying them close to their own stages, which they boldly assert they have a right to do by treaty.

I examined several of the planters separately, and all agreed that there are about 600 Frenchmen employed in fishing vessels of different sizes between Forteau and Red Bays alone. There is no agriculture, if we except a few cabbages and turnips planted round the doors of their huts, which they use with their common diet of fish and salt pork. The fishermen are paid principally in bills of exchange given by the merchants, and receive from £. 18 to £. 25 currency a year. Those employed for the summer season only generally receive half their catch.

The planters of the harbour expressed so much dissatisfaction at the encroachments of the French, who, they assert, were encouraged in their depredations by some of the principal English inhabitants residing in the bays to the westward, that I have thought it advisable to give the evidence of the three principal parties I examined at length:—

"What are your names?—Robert Ach, of Carbonear, and Francis Witts. We have been fishing 11 years out of this harbour. Witts has resided on the coast of Labrador for the last two years, and would continue to do so, if not so much interfered with by the French. Benjamin Coomes came straight from England; has been residing between Black and Red Bays and on the coast of Labrador for 25 years, cod fishing and sealing on his own account. They all asserted that their fishing is very much injured by the encroachment of the French fishing on the coast to the westward in Black Bay and Forteau Bay, &c., which prevented the fish from passing down the coast; but more particularly are they injured by the French sweeping all the caplin off the ground, which otherwise would remain a month longer, if they were not so disturbed and cleared by them. To give an idea how much we suffer by these encroachments, and how much the French benefit by them, there are parties employed purposely to catch and cure caplin to supply the Great Bank fishing vessels.

"Who are the principal people in Black Bay?—One family, Mr. Odell's.

"Do they agree to the French going there?—Yes, they encourage them, and lend and build stages for their accommodation, and receive the livers of the fish as payment.

"What may this be worth to them?—A quintal of fish produces a gallon of oil, which sells for 2*s*.

"Have you ever remonstrated with the English residents at the Bays to the westward, and stated to them how prejudicial their encouragement to the French was to your interests?—Yes, and they are well acquainted that the French fishing must injure ours.

"What do you suppose is the reason why the French are enabled to surpass our fishermen in cheap fishing on our own coast?—Their fit out is, in the first place, much cheaper—not one-fourth the prime cost of ours; secondly, they receive a large bounty from Government; thirdly, the wages are not one-half those we pay our fishermen.

"How many Frenchmen would you suppose are fishing between Red Bay and Forteau?—From 1,000 to 1,500 men.

"In how many boats or vessels?—About 200, large and small.

"Do you think the Government of Newfoundland could make any arrangement that would effectually prevent the encroachment of the French on the coast of Labrador?—Yes, a cruiser stationed in the Straits from the 1st July to the last of August, or resident magistrates, say at Black Bay and Forteau, and perhaps Chateau.

"Would the planters on the coast of Labrador think it worth their while to pay £. 300 a year in support of the salaries of magistrates to clear the coast of the French?

French?—We think we pay taxes enough, and we imagine that the Government of Newfoundland ought to defray such a charge for the benefit of its subjects and its own commerce.

"Are you aware if there are any individuals residing between Red Bay and Forteau Bay who have made sums of money by their encouragement of French fishing?—Yes; Samuel Toms, formerly residing at Great St. Modest. Last year we went to Quebec, having cleared 1,000 *l.* in the last few years by the sale of oil from the cod livers.

"Who among the principal people at Forteau encourage the French?—Mr. Ellis, for one, who has a room at Great St. Modest expressly for the use of the French; he is the same person who has applied to be made a magistrate.

"Do the residents of Labrador receive any assistance from the Government of Newfoundland during the winter?—No, none. Last year, for the eight months, which is the usual length of the winter, we were hard put to it in consequence of the French having deprived us of our means of living by plundering our coasts; many of the poorer inhabitants were alone supported by the charitable assistance of those in better circumstances.

"You say that certain parties have had to give up trade in vessels in consequence of the French encroachments; state who these were?—Francis and Cladius Witts, William Udell and Mr. Pikes; these parties had to give up their vessels, finding that the catch of fish was so much reduced from what it used to be before the French came in such numbers, that none of the parties could procure even half cargoes by the close of the season.

"How do you know that the French fishing interferes with yours?—Because on the Monday our catch is double it is any other day of the week, owing to the French not fishing on the Sunday, thereby permitting the fish to pass up the coast."

Carrol Cove.

This is a small fishing station, five miles west of Red Bay, where there are only two rooms, belonging to a Mr. Landragon. He employs 30 men; six of these reside throughout the winter to trap seal. They catch them in frame nets, which are laid down the 20th November, and taken up the last of December; then again put down the 1st June, and taken up the middle of July; 300 seals a year is the average catch. They send their cod to a Jersey house in Blanc Sablon. There are three seal fisheries between Chateau Bay and Carrol Cove, fished by men from Red Bay, who abandon them in summer for the cod fishing; their average catch is 350 seals.

Black Bay or Pinware

Is a wild open roadstead, but a good fishing station, and caplin are always to be found in great abundance during the season inside the bar, formed by the river at its head, and which the French are said entirely to appropriate by dropping nets across the channels, and placing watch-boats to guard them. This intelligence caused me to despatch an officer in the barge from Red Bay, who might be enabled to take any intruders by surprise, and give me accurate information. He counted 20 fishing-boats at anchor under Ledge Island, and boarded 16 vessels at anchor inside Little St. Modest, belonging to Nova Scotia; one American and three French from St. Pierre's.

These latter had been fishing on the Labrador shores, and, according to my directions, he took away their registers.

At Shiphead, on the western side of Black Bay, he boarded the French brig "Novelle," St. Pierre, of St. Malo, wind-bound from Oruirpon, bound to Port-au-Choix, laden with salt and a small quantity of fish, which apparently had not been taken on this coast. He also boarded two French boats fishing for vessels at Port-au-Choix, which he ordered away.

He observed 12 or 13 French boats off Cape Diable to windward of him, but these he could not reach, as it blew too strong.

Forteau Bay

Is almost an open roadstead, exposed to the south and south-east, but safe even with winds from those quarters, owing to its depth, and the protection it receives from the opposite coast of Newfoundland.

It is surrounded by table-lands of sandstone, covered with the usual moss, the dwarf spruce, birch bush, and some mountain ash. A salmon river of some size enters the sea at the head of the bay; seals, salmon, cod and remarkably fine herrings are very plentiful. The fishings are carried on with considerable profit by five establishments; four connected with Jersey, Poole and St. John's are in the bay, and the fifth is planted upon the eastern point; it belongs to a Mr. Grange, a wealthy colonist from Anchor Point, Newfoundland. Upwards of 400 people are employed by these various planters, but their catch this year has not been in proportion so good as that of their rivals of Red Bay. The resident agents and partners are Messrs. Ellis, employed by Mr. Bird, of Poole, and Laroux, a Jersey merchant, and agent for Mr. Outville, the most extensive planter on the coast of Labrador; he has, besides this, other establishments, one at Blanc Sablon, and supplies most of the minor rooms and resident fishermen with goods, clothes and stores, much to his own profit; Messrs. Young and Janveaux, and George de Heaune and David Janvers are the remainder.

There are nine fishing stations between Red Bay and Forteau, namely, Carrol Cove, East St. Modest, Black Bay, West St. Modest, Capstan Island, Lanc Diable, River Head of Lanc-a-Loup, and Lanc Amour; except at Lanc-a-Loup, where a Mr. Crockwell, of Tor Ouay, has a room: all these stations are fished by colonial fishermen, who send their produce to St. John's by vessels from that port, and to the Jersey houses in Forteau Bay and Blanc Sablon. These small stations employ about 220 men, and average a catch of 25,000 quintals throughout the year.

Cabbages and turnips are grown at every station for the summer consumption of the inhabitants.

Those who reside upon the coast during the winter shoot deer, partridges, ducks, geese, curlew and other wild fowl, amply sufficient for their support. They have, nevertheless, stores of pork, flour, tea and molasses, supplied by traders from Quebec, Halifax and St. John's.

Much of my time was occupied, during the ship's stay at Forteau, in settling innumerable disputes between the rival firms and fishermen, and in trying an action brought by Philip Landragan, of Carrol Cove, against Messrs. George de Heume and David Janvers, for having taken a schooner belonging to the former, under pretence of purchasing her, and having used her for nine months, and, in consequence of the Collector of Customs of St. John's declaring the register to be incorrect, returning her to the plaintiff, who accepted a bill for £.30 as an equivalent for her use, and for having boarded her after delivering her over, and taking out gear belonging to the vessel.

The above was a sample of many of their grievances; but there were two of a much greater description: the one against Mr. Ellis, of Forteau, as shown in the enclosed letter to his Excellency the Governor; the other case was brought before me by a man named Charles Dicker, a planter, resident on Grand Point, three miles west of Blanc Sablon, and a settler of 24 years, who, upon hearing a man-of-war was at Forteau, walked across the country to lay a charge against a stronger party for having torn up his seal and salmon nets, as, he asserted, they prevented his own catch being so great as it otherwise would be. The poor man was thus deprived of his season's profit, and probably his winter's subsistence. I was enabled, fortunately, to restore his rights to him.

Blanc Sablon

Is seven miles west of the western point of Forteau Bay. It is open to the eastward; nevertheless, the westerly winds are those most feared, as they throw in heavy cross swells between Wood and Greenly Islands, and vessels are not unfrequently driven on shore by them.

It is the principal fishing station on the Labrador Coast. There are four Jersey establishments; two belonging to Messrs. Philip de Ouitville (under the charge of Thomas le Roux), Philip Bray and Lebrock. There are upwards of 300 inhabitants during the season, and only four families reside during the winter.

winter. They all arrived this year in June, and commenced fishing the 13th, and found both cod and caplin very abundant. They had never seen fish so early before, and greatly regretted not having arrived sooner. Besides the cod, they fish seal and herring; the latter they use for bait when caplin is scarce. They commonly find the caplin on the coast by the middle of June, and it generally remains until the end of July.

De Ouiterville's establishment, both in Forteau and this bay, cure and export caplin; they also extract oil from the herring as well as from the cod liver. Twelve Jersey vessels and 80 boats were in use, employing altogether 300 hands. They trade to 12 different ports in the Mediterranean, and occasionally to their own island, Jersey.

The fish is sent away as fast as they can load the vessels; the first sailed this year, the 7th July; and another will sail to-day (9th August); and four will sail in September. There were 16 vessels at anchor in Blanc Sablon harbour, namely, one barque, three brigantines and 12 schooners; they were all waiting for cargoes.

Notwithstanding the abundance of fish at the commencement, they consider they have only had a fair catch, 13,000 quintals, owing to their late arrival, and the fish leaving early; they consider from 15,000 to 16,000 quintals a good season.

Last year their fishing did not terminate until the end of August; this year it closed the 25th July.

The fogs lie longer against this portion of the coast than further to the eastward, owing to its being at the entrance of the Straits, and more exposed to the southerly winds, which drive them out of the estuary of the St. Lawrence.

Blanc Sablon is sometimes enveloped for a week at a time, while a few miles beyond the sky is clear and dry. This is much against the planters' interests. Americans occasionally spread their nets and fish early in the season, on their way through the Straits towards Cape Charles; but they do not disturb the settlers.

There were about 10 this year; they used to appear in greater numbers. Four French brigs had been fishing off Green Island for three weeks or a month; they left the day before yesterday, when they heard we were on the coast. They fish along the Labrador coast throughout the season, and only retire upon the appearance of the man-of-war. All the small planters complain grievously of this intrusion, while the more wealthy encourage it, for (as I have already stated) the sake of the liver oil, which they receive for stage-room. The Americans carry the fish away green.

The people are supported, as at the other stations, by supplies from Jersey, Halifax and Quebec, and all the large establishments pay the men 2*l.* sterling a month, instead of giving them half the catch.

There are no resident fishermen in this particular harbour, but a few along the coast to the westward, at Grand Point, Bradore and Esquimaux harbours, but no regular rooms are maintained.

The river running into this port separates the dependency of Newfoundland from Lower Canada. The harbour is always completely blocked up by ice from November until June, occasionally to the end of the latter month.

At this station all the fishermen are Protestants, and from Jersey.

This fishing is much what it has been for the last 15 years, but people are commencing to pass up the coast, and they anticipate a gradual supply of permanent settlers from the south of Newfoundland and Canada.

When on the point of sailing, the son of Mr. Grange, of Anchor Point, Newfoundland, came on board to complain that the French had stopped his father fishing a salmon river that had been in his family for upwards of a century; that, after much opposition on his father's part, he had to yield to the French one-half, and afterwards two-thirds, of the produce of the river; this year they have taken it from him altogether.

As I could find no definite instructions relative to the assumed right of the French over the river as well as sea fishings, and as the question bears so gravely on the interests of so many settlers and dignity of Her Majesty's colony, and feeling that any inquiry on my part, after ascertaining the statement to be true, without forcibly expelling the French from property which has been in the possession of English colonists for so long a period, would be ineffectual, I advised Mr. Grange to draw up a Memorial for the consideration of the Colonial Govern-

ment, and promised to lay the facts of the case before his Excellency the Governor.

Remarks.

The inhabitants of any particular bay or station along the coast of Labrador have not the right or power, in my opinion, to permit the French to lay out their nets along the coasts or in their harbours, for, by so doing, the rights of other fishings are naturally interfered with, by stopping the passage of the fish along the coast, and, after fair warning, I think they should be subject to the same punishment for "aiding and abetting" as the intruders are themselves.

In my opinion it would be most advisable, nay, absolutely necessary for the prosperity of the British subjects, that magistrates should be appointed from St. John's to administer justice, and control the society resident at the various fishing stations in the Straits of Belleisle during the season.

This extensive coast, commencing from the estuary of the St. Lawrence, and stretching far north to the regions of perpetual snow, is one of the most barren and desolate in the world; and it seems that nature has removed the means of supporting human life from its surface to the waters which surround it, the abundant productions of which offer the inducement, and reward the industry and perseverance of the thousands of adventurers who resort to it from both Europe and America. The portion forming the northern boundary of the Straits of Belleisle is not so well marked or grand in feature as when it recedes from the island of Newfoundland, either to the north or south. From the sea, the country has a green and alluvial appearance, and it is not until close to it that this is lost, and nothing is seen but bare granite rocks, partially covered with moss and stunted shrubs; juniper, birch and poplar trees grow in the valleys, where the soil is of sandy clay, the temperature much higher, and the fogs less frequent than upon the coast. Here deer, bears, wolves, foxes, martins, otters, beavers, and a great variety of wild fowl take up their abode, until driven to the coast by the snowdrifts of approaching winter. The ice does not usually leave the bays free for vessels to enter before June, and it begins to form again in the shallow bays and pools in the beginning of September.

The entrance of the Strait of Belleisle between York Point and Cape Bauld is 26 miles wide, the latter point bearing from the former S. by E. At Cape Norman, 18 miles to the westward of Cape Bauld, the opposite coast of Labrador is distant only 14 miles, but the narrowest part of the Strait is at Point Amour in Forteau Bay, where it is only nine and a quarter miles wide; the western entrance of the Strait, between Greenly Island and Point Ferroll, is nearly 21 miles wide, the point bearing from the island S.S.W. The course and distance through the Strait is S. 54° W. true, or, according to the mean variation, W. $\frac{1}{4}$ S. 65 miles.

The navigation of this Strait is attended with very considerable danger, from sudden fogs, wandering icebergs, and strong irregular currents. In spring, the entrance of the Strait to the northward is frequently almost blocked up by large ice islands, which are set to the S. W., even against strong winds from that quarter; these are broken up into smaller pieces as the summer advances, and are met with throughout the entire season. It is thus apparent that the dangers of the coast are greatly increased in dark or foggy nights, during which no vessel should attempt to run, for it is impossible, under these circumstances, even with the most careful watching, to guard against unknown dangers, or to be sure of the vessel's position within 10 miles, owing to the frequent irregularity in the set of the currents. The prevailing current runs directly through the Strait to the S. W., and its rate is at times two knots, diminishing gradually in force as it spreads out in the wider parts of the Gulf; but yet its course and velocity is greatly influenced by the prevailing winds; for example, with the wind from S. W., the stream sets along the west coast of Newfoundland, from Point Ferroll past Point Rich. In short, there is no constancy either in the rate or set of these streams, for the winds and the irregular tides modify the set and rate of the equally irregular current, in a manner which it is extremely difficult, if not impossible, to calculate upon with any degree of certainty. It would be prudent, therefore, on the approach of a dark or foggy night, to secure a safe anchorage, if possible; and even if a vessel bound to the Gulf, and running with an easterly wind, should find no port fit for that purpose, I would advise her standing over to the Newfoundland side of the Strait, where the soundings

ings are not so deep, and the icebergs not so prevalent, and their either lying-to until daylight, or anchoring with the stream.

St. George's Bay.

There are 200 resident planters in this bay who receive assistance in hands, during the fishing season, from Cape Breton and its adjacent shores. Their fishing usually commences a month or six weeks earlier than that on the coast of Labrador. This year they began the 27th April. They fish herring, salmon, trout and eels, besides the cod. Up to the present date (17th August), their catch has been 10,000 barrels of herrings, 200 barrels of salmon, and but a small quantity of cod. They employ about 200 boats and 800 hands, and send their fish to the Halifax and Quebec markets during the summer and fall. The fishings end about the 1st of October, with the exception of the eels, which are caught in great quantities, and afford subsistence during the winter. They have bait without intermission during the entire fishing, and use herring, caplin, squid and clams. The climate is usually dry and mild; and if their society was under proper control, St. George's Bay would offer many inducements to the industrious settler. The harbour is occasionally blocked up by ice, but for no length of time, and is always open by the middle of April. The inhabitants consist of English, a few Irish, and a number of lawless adventurers, the very outcasts of society from Cape Breton and Canada, and it is very distressing to perceive a community, comprising nearly 1,000 inhabitants, settled in an English colony, under no law or restraint, and having no one to control them, if we except what may be exercised through the influence shown by the single clergyman of the Established Church, who is the only person of authority in the settlement. I am told, the reason why magistrates are not appointed is in obedience to direct orders from the Home Government, it being believed against the spirit of the treaty with France. Under these circumstances, I would recommend, either that a vessel of war should be appointed to remain stationary in the harbour, or that the society should be forcibly broken up and removed, for violent and lawless characters are rapidly increasing, and neither the lives nor property of any substantial or well-disposed settlers are safe. Four cases of violent assault were brought to my notice as having recently been committed upon parties, some of whom were injured for life, and others nearly murdered; and I was sorry to understand the culprits had succeeded in escaping into the woods upon the appearance of Her Majesty's ship.

The cultivation of grain has been commenced with considerable success. Wheat, oats and barley ripen well, and turnips grow exceedingly fine. Potatoes and garden-stuff is cultivated also to a considerable extent. A great quantity of fur is collected; but the trappers suffer great losses by the frequent robbery of both traps and their contents.

Remarks.

I have thus stated to your Lordship all the information I could gain relative to the fisheries of the south coast of Newfoundland and Labrador, gleaned from the statement of the parties residing at the ports visited by Her Majesty's ship under my command; but before closing this Report, I consider it my duty to lay before your Lordship how I conceive Her Majesty's ships may be beneficially employed in the protection to be afforded to British interests upon the coast of Labrador, and round the island of Newfoundland; and in doing so, I must presume to call your attention to the Report of Captain Milne, of Her Majesty's ship "Crocodile," whose observations made in 1840 agree entirely with the facts I was enabled to collect during my cruise this season; and, notwithstanding seven years have elapsed between the periods of our inspections, the evils therein pointed out exist, and in a more magnified form, with perhaps the single exception of the French encroachments upon our grounds round the Burgeo Islands, early in the spring, for the purpose of digging bait. These have discontinued, simply because they have so systemised their arrangement with the settlers in the Bays of Placentia and Fortune, including those living on the coast between, as to render them independent of any supply from the more distant Burgeo Islands.

In a former part of this Report, I have stated my opinion as to the best means to be adopted to prevent the smuggling of bait from Lanvalin and its vicinity to the island of St. Pierre's ; and I simply add, that if the small cruiser I propose to be provided by the Colonial Government were stationed principally in the harbour of St. Pierre's during the time the French bankers arrived for their supplies of bait, she might the more effectually check the illegal trade of being there, at the point of concentration, to board all English vessels and boats outside the harbour upon their approach and departure, instead of fruitlessly endeavouring to watch an extensive line of coast abounding in ports.

I most emphatically assert that the traffic in caplin to the French Islands, and the introduction of French merchandize into our colony by the return boats, so injurious to British commerce and colonial revenue, can never be checked without the constant presence of one or more revenue vessels, possessing several swift row-boats to act in conjunction with vigilant and independent local authorities appointed for the sole purpose of performing this coast-guard duty.

The French, although comparatively unmolested by our fishermen, and possessing fisheries about equal in extent to our own, conceive it necessary to employ six cruisers for their protection, comprising a corvette (or brig), a steamer, three schooners and an armed store ship. Each of these have a range of coast to guard, namely, one schooner in charge at St. Pierre's, under the immediate order of the Commandant of the island; a second from Cod Roy, along the coast to Point Ferroll ; a third from thence to Croc, where the senior officer generally is himself, to receive all reports and adjust disturbances. The steamer is usually employed between Croc and Cape St. John's.

It is obvious that the single English man-of-war employed to protect the Newfoundland fisheries is not sufficient to counteract the advantages of so preponderating an influence.

The coast of Labrador is, in my opinion, the one that requires the most vigilant watching for the protection of the rights of the colonial and home subjects who flock there during the season, and to do so effectually, the constant presence of a cruiser would be required.

The knowledge that a man-of-war will visit the coast during the season may exercise sufficient influence to prevent any very outrageous behaviour on the part of foreigners towards detached British settlers, yet it can exercise no effective control to prevent their fishing encroachments ; and now, after repeatedly and vainly demanding permanent protection against these inroads, the settlers find it more to their advantage to enter upon a reciprocity of barter (as injurious to British commerce and colonial revenue, and the fishing interests at large, as it is profitable to a few of the leading planters upon the coast who supply the poorer settlers with commodities) than to run the risk attending a forcible ejection of the intruders.

In conversations I have held with his Excellency the Governor, it appears that the Colonial Legislature has hitherto been disinclined to re-establish the Surrogate Courts that formerly exercised annual authority upon the coast, alleging that the expense was greater than the benefit the colony derived from their existence. Under these circumstances, I deem it my duty to represent to your Lordship, that if the Captains of Her Majesty's ships should still be ordered to interfere in the control of the frequently very turbulent fishing society distributed over that distant coast, it would be more consistent with their position, and their duty more effectually performed, if they did so under the Acts of Parliament regulating their power over Her Majesty's subjects committing offences on the high seas, or that conferred upon Consuls residing in foreign ports, until such time as the Colonial Government may deem it expedient to re-establish a legal control over a dependency producing so considerable a portion of the actual revenue of Newfoundland.

In the 18th Article of your Lordship's Instructions, you direct my attention to the prevention of all illicit trade ; and although I have endeavoured, to the best of my ability, to carry out these instructions, I found the evil too general, and encouraged by those parties in many instances who complained of the evil, to be able to report any success. The injurious extent to which trade in caplin and contraband articles is carried on, cannot be better shown than by stating that upwards of £. 20,000 were realized last year by the sale of that bait to the French. So it is very apparent that unless either the Home or Colonial Governments take steps

steps to establish a legal transfer of this commodity for the benefit of the revenue, or show more decision and method in the employment of means for its suppression, that it is in vain to rely upon any consistent aid being received from the Captain of the single ship appointed to protect the entire fishings of Newfoundland and Labrador.

I trust that I need not assure your Lordship that it is from no other wish on my part, that I point to these various difficulties in the way of a successful guardianship of our fishing interests, than to show in how many instances the people are themselves to blame for the evils they complain of, and how little the Colonial Government has been enabled to perform for the protection of its best interests, owing, I firmly believe, to the opposition it has met with from parties interested in carrying on a contraband trade.

I have, &c.

(signed) *Granville G. Loch,*

Captain.

NEWFOUNDLAND AND LABRADOR.

COPY of a REPORT, dated the 2d day of October 1848, addressed to Vice-Admiral the Earl of *Dundonald*, by Captain *Granville G. Loch*, R.N., upon the Fisheries of NEWFOUNDLAND and LABRADOR.

(*Mr. Robinson.*)

Ordered, by The House of Commons, *to be Printed*,
1 *June* 1849.

327.

Under 3 oz.

HUDSON'S BAY COMPANY.

(RED RIVER SETTLEMENT.)

RETURN to an Address of The Honourable the House of Commons, dated 9 February 1849;—*for*,

"COPIES of any MEMORIALS presented to the COLONIAL OFFICE by INHABITANTS of the RED RIVER SETTLEMENT, complaining of the Government of the HUDSON'S BAY COMPANY; of the INSTRUCTIONS given to the GOVERNOR-GENERAL of CANADA for the Investigation of those Complaints; of the REPORTS of the Officers appointed by Lord *Elgin*, or by the COLONIAL OFFICE, for the purpose of such Investigation; and of any CORRESPONDENCE which has passed between the COLONIAL OFFICE and the HUDSON'S BAY COMPANY, and the INHABITANTS of the RED RIVER SETTLEMENT respectively, upon the subject of the above Memorial."

Colonial Office,
20 April 1849.

B. HAWES.

(*Earl of Lincoln.*)

Ordered, by The House of Commons, *to be Printed,*
23 *April* 1849.

SCHEDULE.

I.

Memorials, &c.

No. in Series.	Date and No.	——	SUBJECT.	Page.
1.	17 Feb. 1847 -	- - - -	Memorial from Deputies entrusted with presentation of Petition from the Indians and Half-breeds of Red River	1
2.	- - - -	- - - -	The Petition - - - - - - - - - -	4

II.

Instructions to the Governor-General of Canada.

1.	June 1847 (79)	- - - -	Enclosing Correspondence, and requesting that measures be taken for a specific Report on the Charges advanced against the Hudson's Bay Company - - - -	6
2.	30 Mar. 1848 (185)	- - - -	With further Correspondence, and calling for Report on steps taken in the Inquiry, and when the result will be furnished - - - - - - - - - -	7
3.	7 July 1848 (251)	- - - -	Acknowledges Report of 6th June 1848, No. 73. Concurrence in his views. More complete information expected from the Officer recently appointed to the Government of Assiniboia - - - - - -	7
4.	10 July 1848 -	- - - -	LETTER TO GOVERNOR OF ASSINIBOIA, calling for a full and candid Report on the Company's Settlement over which he has been selected to preside - -	7
5.	8 Feb. 1849 (326)	- - - -	With Letters addressed to Hudson's Bay Company and to Mr. Isbister, stating the final conclusion at which Earl Grey had arrived in respect of the Charges against the Company - - - - - - - - -	8

III.

Reports received from Governor-General, &c.

1.	6 June 1848 (73)	- - - -	Reports result of Inquiry into Charges against the Company [*Memorandum.*—See also Reports from Colonel Crofton and Major Griffiths (Officers formerly serving in the Company's Territories), included in Part IV., or Correspondence, Nos. 23 and 30 of the Series.]	8

IV.

Correspondence between the Colonial Office and the Hudson's Bay Company and the Inhabitants of Red River Settlement, &c., on the subject of the Memorial.

1.	6 Feb. 1847 -	Mr. Isbister - -	Requests interview for self and Delegates, preparatory to presenting a Memorial from the Red River Settlers -	9
2.	12 Feb. 1847 -	Mr. Hawes - -	Memorial to be forwarded to Colonial Office in the first instance - - - - - - - - - -	10

No. in Series.	Date and No.	——	SUBJECT.	Page.
3.	17 Feb. 1847 -	Mr. Isbister - -	The Memorial sent - - - - - - - -	10
4.	5 Mar. 1847 -	Mr. Hawes - -	The Hudson's Bay Company have been called on to report on the statements contained in the Memorial - -	11
5.	5 Mar. 1847 -	Mr. Hawes to Hudson's Bay Company (Sir J. Pelly).	Report requested - - - - - - - -	11
6.	5 Mar. 1847 -	Mr. Isbister - -	Further Complaint of treatment of the Indian Tribes. Statements of various Writers contrasted - - -	11
			MR. BEAVER'S LETTER on subject to Aborigines Protection Society enclosed - - - - -	12
			VALIDITY of COMPANY'S CHARTER questioned. Legal opinion thereon - - - - - - -	18
7.	18 Mar. 1847 -	Mr. Hawes to Sir J. Pelly (Hudson's Bay Company).	Enclosing the above - - - - - - - -	20
8.	24 April 1847 -	Hudson's Bay Company (Sir J. Pelly).	The Company's Report in detail on the allegations contained in the Memorial from the Delegates from Red River - - - - - - - - - -	20
			Copy of Land Deed - - - - - - - -	45
9.	26 April 1847 -	Mr. Isbister - -	Requesting an early reply to the Memorial. Adverts to probable misconception in Canada as to Company's License for exclusive trade - - - - -	47
10.	3 May 1847 -	Mr. Hawes - -	Reason for delaying reply - - - - - -	48
11.	28 May 1847 -	Mr. Isbister - -	Encloses the Instructions under which the Delegates act, as also the Petition for presentation to Her Majesty -	48
12.	5 June 1847 -	Mr. Hawes to Sir J. Pelly (Hudson's Bay Company).	Acknowledges the Company's reply to the Memorial from Red River. It is satisfactory, but further inquiry into its statements will be made, and they are called on to co-operate in such inquiry - - - - - - -	50
13.	14 June 1847 -	Mr. Hawes to Mr. Isbister.	Communicates the reply of the Company to the statements of the Memorial. The Governor-general of Canada will be called on to report on the subject. The Petition forwarded on the 28th ultimo has been laid before Her Majesty - - - - - - - - - -	50
14.	21 June 1847 -	Mr. Isbister - -	Questions the authority cited by the Company in support of their Statements. Promises detailed observations on same - - - - - - - - - -	51
15.	21 June 1847 -	Sir J. Pelly (Hudson's Bay Company).	The Company will co-operate in such further inquiries as are considered necessary - - - - - -	52
16.	2 July 1847 -	Mr. Hawes to Sir J. Pelly (Hudson's Bay Company).	The Governor-general of Canada has been instructed to institute inquiries - - - - - - -	53
17.	9 Aug. 1847 -	Mr. Isbister - -	Submitting full and detailed observations on the Hudson's Bay Company's reply of 24th April last, with Appendix to same - - - - - - - - -	53
			Testimonials in his favour enclosed - - -	83
			Pamphlet intituled, "A few Words on the Hudson's Bay Company" - - - - - -	85
18.	18 Dec. 1847 -	Mr. Isbister - -	Inquiring whether any decision had yet been arrived at -	97
19.	2 Feb. 1848 -	Mr. Hawes to Mr. Isbister.	In reply. No Report has yet been received from the Governor-general. Measures in progress for instituting inquiries on the spot - - - - - - -	97
20.	8 Feb. 1848 -	Mr. Hawes to Colonel Crofton.	His opinion requested on the matters at issue between the Company and the Memorialists - - - - -	98
21.	8 Feb. 1848 -	Mr. Isbister - -	States the difficulties that any Commission for inquiry on the spot would have to encounter. Sends Letter from Rev. Mr. Belcour, complaining of the Company - -	98
22.	17 Feb. 1848 -	Mr. Hawes - -	Mr. Isbister mistaken in supposing that the appointment of a Commission of Inquiry was contemplated - - -	100

(*continued*)

No. in Series.	Date and No.	——	SUBJECT.	Page.
23.	12 Feb. 1848 -	Colonel Crofton -	Report on the Charges against the Company - - -	101
24.	22 Feb. 1848 -	Mr. Hawes - -	In acknowledgment - - - - - - - - -	103
25.	28 Feb. 1848 -	Mr. Isbister - -	Inquiry as to receipt of his reply to the Report of the Hudson's Bay Company, addressed to Earl Grey in July 1847 - - - - - - - - - -	103
26.	7 Mar. 1848 -	Mr. Merivale - -	Such reply (though dated 9th August) received from him, and is under consideration - - - - -	103
27.	22 Mar. 1848 -	Mr. Isbister - -	Encloses Correspondence with Sir J. Pelly, and enters further into the grievances of the Memorialists - -	103
28.	31 Mar. 1848 -	Mr. Hawes - -	In acknowledgment - - - - - - - - -	108
29.	13 Jan. 1849 -	Mr. Hawes to Major Griffiths.	His opinion requested as to the Charges against the Company - - - - - - - - - -	109
30.	18 Jan. 1849 -	Major Griffiths -	Report on Charges against the Company - - -	109
31.	23 Jan. 1849 -	Mr. Hawes to Mr. Isbister.	Communicates the final conclusion at which Earl Grey has arrived - - - - - - - - - -	113
32.	23 Jan. 1849 -	Mr. Hawes to Sir J. Pelly (Hudson's Bay Company).	That decision also communicated to the Company. Mr. Kennedy's charges received from the Governor-general of Canada, considered to be unfounded. The Company exhorted to an enlightened use of their great powers - - - - - - - - - -	114
33.	31 Jan. 1849 -	Mr. Hawes to Major Griffiths.	Acknowledgment of his Report on the Charges against the Company - - - - - - - - -	114
34.	27 Jan. 1849 -	Sir J. Pelly - -	Acknowledges Earl Grey's decision on the statements preferred against the Company in the Memorial received through Mr. Isbister, and in his subsequent Correspondence - - - - - - - - -	114

COPIES of any MEMORIALS presented to the COLONIAL OFFICE by INHABITANTS of the RED RIVER SETTLEMENT, complaining of the Government of the HUDSON'S BAY COMPANY; of the INSTRUCTIONS given to the GOVERNOR-GENERAL of CANADA for the Investigation of those Complaints; of the REPORTS of the Officers appointed by Lord *Elgin*, or by the COLONIAL OFFICE, for the purpose of such Investigation; and of any CORRESPONDENCE which has passed between the COLONIAL OFFICE and the HUDSON'S BAY COMPANY, and the INHABITANTS of the RED RIVER SETTLEMENT respectively, upon the subject of the above Memorial.

I.

Memorial and Petition.

— No. 1. —

To the Right Honourable the Secretary of State for the Colonies.

No. 1.
Memorial.

The humble MEMORIAL of the undersigned Deputies from the Natives of *Rupert's Land, North America.*

Most respectfully showeth,

THAT your memorialists are natives of Rupert's Land, North America, entrusted with the duty of presenting the accompanying petition from their fellow countrymen, the Indians and Half-breeds, residing in and near the colony of the Red River, praying for the redress of certain grievances.

That, from the harsh administration of the Hudson's Bay Company, discontent and misery prevail amongst the natives of Rupert's Land, to an unparalleled extent; and your memorialists are most anxious that Her Majesty's Government should, as early as possible, inquire into the condition of the unfortunate people, who are compelled to appeal to their Sovereign for protection, against the ruinous effects and consequences of the monopoly which the Hudson's Bay Company have so long enjoyed under a charter, that, according to some of the highest legal authorities, has long since lost its force. Your memorialists, trusting that a wise and paternal Government, distinguished for its attachment to a liberal policy and the principles of commercial freedom, will not suffer to pass unheeded the prayers of an oppressed and injured race, proceed to lay before your Lordship the grievances which gave rise to the accompanying petition, and humbly solicit your earnest attention to the same.

They complain, in the first instance,—That, by the practice of exclusive trading with the natives, which the Hudson's Bay Company assert is secured to them by Royal Charter, that Company has, for nearly the last 200 years, to the utter impoverishment, if not ruin, of the natives, amassed a princely revenue, which, as your memorialists believe, now amounts to nearly a quarter of a million sterling per annum. Though one of the leading objects contemplated by the incorporation of the Company was the introduction of Christianity amongst the Indians, and the securing a due provision for their moral and religious improvement, little or none of the vast sums the Company has been permitted to accumulate has been devoted to such puposes.

That, on the contrary, with a view of keeping the natives in a state of utter dependence, and of pepetuating the wandering and precarious life of the hunter, on which they erroneously consider the existence of the fur trade to depend, they have permitted generation after generation of the hapless race consigned to their care to pass their lives in the darkest heathenism. There is not at present, nor, as your memorialists confidently believe, has there ever been, a single Indian school, church, or other establishment for religious and general instruction, established by the Company, throughout the whole of their extensive territories.

 What

What little has been done for the religious and moral improvement of the natives is wholly due to the persevering exertions of the Church Missionary Society, and since the year 1839, of the Wesleyan Society of London. The Church Missionary Society receives no assistance whatsoever from the Company; and owing to the heavy expenses attending the establishment of Indian missions, its operations are necessarily very circumscribed. What assistance the Wesleyan missionaries receive from the Company, if indeed they receive any, your memorialists are not prepared to say. The other objects for which the charter was granted, namely, for improving the country by opening up its mineral and agricultural resources, and facilitating the means of internal navigation and transport, so as to fit it for a future colony, have been equally overlooked, with the like view of adding to the aggrandizement of the Company.

That the Company, after having entered into a solemn obligation with the British Government to discontinue the supply of spirituous liquors to the Indians, and after having actually abolished the trade in ardent spirits in some districts, for obvious purposes, for the first few years before and after the renewal of their last license, have again introduced this deadly and demoralizing poison, thus undoing the slight amount of good which the missionaries were beginning to effect, and interposing the greatest obstacle to their future success.

That, owing to the numerous hunting excursions which the demands of the fur trade render necessary, and to the great slaughter of animals consequent thereon, the only present resources of the country have been gradually diminishing to such an extent, that the larger part of the native population can no longer find the means of supporting life from the produce of the chase, or the natural productions of the soil. In the more northern parts of the country, from which all missionaries are rigorously excluded, and where the richest furs are obtained, but where the animals which supply the food of man have almost become extinct, as well as in many other districts, the Indians are exposed to the most frightful destitution. Numbers of them die yearly of famine, whilst others, in the extremity of want and despair, are tempted to commit the most revolting crimes to preserve a wretched existence. It is impossible for your Lordship's memorialists adequately to describe the sufferings of the natives who inhabit these portions of the country, arising from the exorbitant prices demanded by the traders for the wretched and almost valueless articles given in a mockery of exchange for the richest and most valuable furs. Without tents of any kind to protect them from the severity of an arctic climate, unable, from their migratory pursuits, to abide in permanent habitations, half naked, owing to the exorbitant prices demanded for the clothes furnished by the Company, whilst they are at the same time restricted from exchanging the produce of their toil with any other parties, kept constantly in the Company's debt, which they spend their whole lives in an ineffectual effort to clear off, exposed yearly to all the horrors of famine, and the attendant crimes of murder and cannibalism; the wretchedness of the people's condition can scarcely admit of addition. The scarcity which prevails in the northern districts is gradually but surely extending to the south, and unless the Government of this country interpose its paternal interference to wean the Indians from their present wandering habits, and endeavour to turn their attention to agricultural pursuits, the whole of the northern tribes must, at no distant period, when the resources of the chase shall have failed them, be subjected to all the horrors of a wide-spread famine, from which they never can emerge.

That, from the line of conduct pursued by the Company, it does not appear probable to your Lordship's memorialists that sufficient precaution will be taken by them to avert so overwhelming an evil. Their agents in the country are, for the most part, men of very limited information, and loose moralists; wholly imbued with the mere spirit of trade, few of them are possessed of those generous sympathies and enlarged views which are necessary for undertaking and carrying out any comprehensive scheme of social amelioration. Their deity is gold, to obtain which they trample down Christianity and benevolence.

That, feeling the utter inadequacy of the remuneration for their furs from the Company, many of the more enterprising of the natives have formed a resolution to export their own produce and import their own supplies, independently of the Company. They argue that, even supposing the charter to be still valid, and that it vests in the Company an exclusive right of trade to Hudson's Bay as against all other traders from Britain, none of its provisions are or can be binding on the natives to trade with the Company exclusively, or can prevent them from carrying their furs or other property

out

out of the country to the best market. Where this course has been adopted, however, the Company's agents have seized the furs of such parties as refused to sell them at the prices fixed by the Company, and, in some instances, have imprisoned the recusant natives. Against such gross aggressions on the rights and liberties of the natives, your memorialists most vehemently protest. Being unable to obtain redress from the local courts of the country, your memorialists feel entitled to claim the protection of the British Government, and humbly entreat your Lordship to take the case into your kind consideration.

It is likewise the painful duty of your Lordship's memorialists to advert to the precarious state of the public peace among the native population, particularly in and about the colony of the Red River. The majority of the Indians and half-breeds in that district depend mainly on the yearly buffalo hunts; the colony itself verging on the boundary line of the United States, the whole of the hunting grounds are within the American territories. From these grounds the American government has warned off the hunters of the Red River, in favour of the natives of the plains, who are under its protection, and for this purpose detachments of American troops are stationed throughout the plains to warn off all persons intruding from the British side, but at the same time proffering them the alternative of becoming American citizens. The Hudson's Bay Company, on the other hand, claim whatever is hunted on the British side of the line, distraining the goods and imprisoning the persons of those who refuse to accede to their prices. Owing to these conflicting claims, the natives, who are the original owners of the soil, have their energies and hopes completely paralysed, and are doomed to starvation, in a land which is their own both by birth and by descent.

Deeply convinced that the present appalling condition of the native population —their ignorance, their barbarism, and the sufferings and crimes consequent thereon, are ascribable to the present system of misgovernment, and also being fully satisfied that the existing evils would be remedied, and the still more fearful ones now pending averted by the adoption of a system founded upon more humane and enlightened views, your memorialists most earnestly desire to impress upon your Lordship the solemn and sacred duty of inquiring into the condition of this deeply suffering people (the last remnant of a noble race) before inquiry and remedy prove too late. Hitherto no efforts have been made in their behalf by the Government of this country, to which alone they can properly look for protection and justice. The occasional reports which have from time to time been forwarded to the Government of this country, at least such as have been made public, are destitute of truth, and were evidently framed with a view to mislead the colonial authorities, and avert further inquiry. To show this, we need only request your Lordship's attention to the report of Sir George Simpson,* and beg of you to contrast them with a work published in 1845, intituled, "The Life and Travels of Thomas Simpson, by his brother Alexander." Though both brothers participated in the profits of the monopoly, and must therefore be presumed to be less than impartial witnesses, your Lordship will find that the book (published by Bentley, New Burlington-street) strongly sustains and corroborates the statements which we have the honour of laying before you.

The spirit and tendencies of the Hudson's Bay Company are, for reasons that will readily appear, opposed to the spread of information among the native population, and unfortunately they possess but too many facilities for carrying into effect the short-sighted and pernicious policy by which they have uniformly been guided in their intercourse with the natives. They are without direct or positive accountability to the Legislature of this country, and as regards their operations in the distant region over which they exercise jurisdiction, are practically beyond the reach of public opinion. Their sole aim is, avowedly, to draw the greatest possible revenue from the country, to attain which the considerations of humanity and religion are overlooked; while, as your Lordship will perceive by the statements now submitted, the lives of the unoffending native race, who for no fault of their own, and for no reason that can be given, are deprived of their inheritance and their natural rights, and thus of the power of helping themselves, are being virtually sacrificed year by year to the same selfish and iniquitous object. What must

* *See* the Papers relative to the Hudson's Bay Company, printed by order of the House of Commons, 8 August 1842.

must be the ultimate fate of this unhappy people, under such a system, it is as easy to foresee as it is painful to contemplate.

Your memorialists feel assured that upon a due consideration of the statements now brought forward, supported as they are by a weight of testimony which places their accuracy beyond dispute, your Lordship will extend to them that humane and considerate attention to which their great and urgent importance entitles them. What further corroboration may be deemed necessary in support of the above allegations, your memorialists are ready to supply, as well as to suggest such remedies as are calculated to remove the evils complained of—such remedies as a people, both willing and able to help themselves, but deprived of the power, alone require, to restore to them the blessings of peace and prosperity, and render them happy, contented and grateful subjects.

(signed) *A. K. Isbister.* *D. V. Stewart.*
T. Vincent. *J. M'Leod.*
G. Sinclair. *J. Isbister.*

17 February 1847.

— No. 2. —

No. 2.

Petition.

Nous soussignés, les humbles et loyaux sujets de sa Majesté Victoire, Reine des Royaumes Unis d'Angleterre, d'Ecosse et d'Irlande, &c. &c. &c., habitant un coin réculé de ses vastes domaines sur la Rivière Rouge, Département de la Baye d'Hudson, avons osé, avec un confiance entière, nous adresser à votre Seigneurie pour la supplier de déposer au pied du Trône et d'appuyer de son crédit les représentations et les demandes que nous exposons avec un humble respect dans la présent requête.

Attirés par de pompeuses promesses sur ce point du vaste territoire de la Baye d'Hudson, nos pères avoient espéré que les plans de feu Lord Selkirk seroient ponctuellement effectués; que, suivant les contrats en faveur des colons, leurs denrées, &c., seroient vendues à un prix suffisant, fixé dans ces dits contrats, et que les travaux du laboureur ne seroient pas paralisés par l'impuissance d'en vendre les produits. Toutes ces promesses ont été éludées, toutes ces espérances ont été frustrées.

Le monopole, qui depuis environ cent soixante et seize ans pèse sur nous, va toujours s'appesantissant, au point qu'il ne nous est plus permis de nous entre échanger des pelleteries de notre pays pour des effets importés, ou *vice versâ*, sous peine d'être emprisonnés, ou de voir nos effets saisis sous le seul soupçon même qu'on doive les échanger pour des pelleteries. Cette sévérité a été poussée jusqu'au point de defendre de reçevoir du payement pour des vivres procurés à des Indiens périssant de faim, à des distances éloignées de tout sécours, vu que ce payement ne pouvoit être que des pelleteries, et nonobstant l'assurance de livrer les dites pelleteries au magazin de la Compagnie même, et au prix qu'elle en voudroit donner. Une sévérité si revoltante, pour ne pas dire inhumaine, a irrité tous les esprits, et quoiqu'on fût en partie disposé à souffrir encore longtems pour prévenir les émeutes et éviter les conséquences funeste d'une irritation à peu près générale, ne pouvant plus adresser nos plaintes au Gouverneur de la Compagnie, pour lequel le peuple n'a plus de confiance, nous prenons le seul moyen qui nous reste d'épargner le carnage et le sang, en déposant au pied du Trône nos humbles et respectueuses supplications.

1°. Comme sujets Britanniques, nous desirons ardemment être gouvernés d'après les principes de cette constitution qui rend heureux tout les nombreux sujets de notre auguste Souveraine.

La justice s'administrant ici par un juge sol de par la Compagnie, les Conseillers qui font les loix étant, ou créatures de la Compagnie, ou intéressés à ne point lui déplaire, étant tous, d'ailleurs, élus par le Gouverneur et le Comité de la dite Compagnie, il s'ensuit que le peuple éprouve un manque de confiance, et ne croit nullement à la possibilité d'avoir gain de cause en tout ce qui concerneroit la Compagnie,

Compagnie, ou un ami, ou un favori d'icelle. Cette disposition des esprits, si dangéreuse à la paix et à la tranquillité publique, n'existeroit pas, si le peuple, comme ailleurs dans les possessions Britanniques, avoit part aux loix qui se font, et si les jurisconsultes étoient independants de la Compagnie.

Nous osons humblement émettre la pensée où nous sommes, que des juges de paix ou magistrats, choisis parmi ceux que le peuple respecte et considère comme justes, aidés de jurés, seroit un mode de justice que pourroit encore suffire longtems, ou du moins jusqu'à ce que les revenus municipaux puissent permettre les frais qu'exigeroit un cours de justice régulier.

2°. Comme sujets Britanniques, nous desirons et demandons avec instances, que cette liberté de commerce, si nécessaire à la prospérité des états et si puissamment maintenue par les loix dans toutes les autres possessions de notre auguste Souveraine, nous soit accordée.

Par le monopole accordé à la Compagnie de la Baye d'Hudson, les habitants indigènes ont la pénible imposition de voir exportées toutes les richesses de leur pays au profit exclusif de commerçants étrangers, et tous les colons se voyent dans la nécessité d'user d'effets importés, sans pouvoir faire exporter en échange aucun des produits de leur pays ; si quelques-fois certains commerçants particuliers ont voulu tenter de transporter quelques effets du pays, la Compagnie leur a suscité tant d'embarras qu'il leur a fallu s'en désister, et toujours au détriment du pays. Sous un pareil regime, le peuple est asservi à une espèce d'esclavage ; les efforts les plus energiques de personnes industrieuses et douées de talents commerciaux sont neutralisés ; et sous cet état de choses, le mécontentement public ne peut qu'aller toujours croissant, jusqu'à ce qu'une explosion funeste à tous les partis s'en suive. Une parole de clémence de la bouche de notre Souveraine nous sauvera de ces dangers en établissant la joie et la paix dans notre pays ; puis en donnant au commerce l'énergie qu'il tire de sa liberté, déposera sur notre sol le germe de la prospérité.

3°. Nous supplions aussi, qu'il soit accordé au conseil municipal de notre pays de vendre des terres à ceux qui voudroient émigrer de pays étranger au nôtre ; et nous demandons instamment que pour un tems et à un taux fixé d'après le bon-plaisir de sa Majesté, une somme soit prise, sur cette vente, pour ameliorer les voies de transport.

Placés au centre de l'Amérique du Nord, à environ six cents milles de la Baye d'Hudson, le cours d'eau qui y communique est obstrué en divers endroits par des passages impraticables, où tous les effets sont transportés à bras, ce qui exige beaucoup d'hommes, beaucoup de tems, beaucoup de frais, et définitivement rend impossible l'export d'une très grande partie de nos produits.

Nos terres sont fertiles et aisées à cultiver. Le laboureur n'attend que l'espoir de pouvoir vendre pour se livrer avec énergie à un travail qui pourroit faire de ce pays un grenier à bled.

Nous sommes près de la ligne territoriale ; nous pourrions nous ranger sur le territoire voisin ; nous y sommes invités ; mais nous admirons la sagesse de la Constitution Britannique, et nous en désirons les privilèges.

Le désir sincère qu'a notre auguste Reine de rendre tous ses sujets heureux est connu jusqu'ici et au-delà ; nous espérons donc tout de sa clémence. En nous exauçant, Elle fera des heureux ; et nous prierons, &c. &c.

[*With* 977 *Names attached.*]

II.

Instructions to the Governor-General of Canada, &c. to investigate Complaints.

—No. 1.—

(No. 79.)

No. 1.
Earl Grey to Governor-general the Earl of Elgin, June 1847.

Mr. Isbister, 17 Feb. 1847, p. 10.
Mr. Hawes 5 March 1847, p. 11.
Mr. Isbister, 5 March 1847, p. 11.
Mr. Hawes to Sir J. Pelly, 18 March 1847, p. 20.
Sir J. Pelly, 24th April.
Mr. Hawes to Sir J. Pelly, 5 June, p. 50.
Mr. Hawes to Mr. Isbister, 14 June, p. 50.

COPY of a DESPATCH from Earl *Grey* to Governor-General the Earl of *Elgin*.

(Answered by Lord *Elgin*, 6 June 1848, No. 73.—*Vide* Part III, p. 8.)

My Lord, Downing-street, June 1847.

I TRANSMIT herewith to your Lordship the accompanying copies of representations which have been addressed to this office by Mr. A. K. Isbister and other persons composing a deputation from the natives of the Hudson's Bay Company's territories in North America, complaining of the conduct of the Company towards the inhabitants of that extensive region confided to its jurisdiction. I also enclose a copy of the defence made by the Chairman of the Hudson's Bay Company to those charges of maladministration; together with the copy of a precis, drawn up in this office, of the statements made on both sides, and copies of the answers which I have returned to the complainants and to the representative of the Company. I request your Lordship's attentive perusal of these papers, with the view of determining whether there are any means within your reach by which a more accurate knowledge of the proceedings of this Company towards the persons under their control can in future be obtained. It would be most desirable that the inhabitants of this portion of the British dominions should feel that they are not beyond the protection of the Queen's Government; and that although they are far removed from the Executive Government, they are not on that account precluded from obtaining redress for any injuries which they may be able to prove have been inflicted on them. I am not disposed to question the sincerity of the wish of the Hudson's Bay Company to administer their affairs in that country in a just and considerate spirit, but complaints will arise in all communities requiring investigation, and probably redress. I apprehend that the Hudson's Bay Company are not exempt from such occasional complaints, and considering the remote situation of the territory, I should be very glad if your Lordship could devise some mode of opening a communication between the inhabitants of that country and your Government, so as to ensure to them the increased protection of the British Crown, and an impartial administration of justice. It has been suggested to me that that might, to some extent, be effected through the agency of the Protestant and Roman Catholic Bishops in Canada, and the head of the Wesleyan body in that province, who might acquire and report to your Lordship, from time to time, information from their clergy settled in the Hudson's Bay Company's territories, as to the state and progress of the people in that region. I should wish your Lordship to consider the practicability of this suggestion, and, if it can be rendered available, to take measures for procuring, through that agency, a specific report on the charges brought forward on the present occasion by Mr. Isbister.

I have, &c.
(signed) *Grey*.

—No. 2.—

—No. 2.—

(No. 185.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Earl of *Elgin*.

No. 2.
Earl Grey to Governor-general the Earl of Elgin, 30 March 1848.

My Lord, Downing-street, 30 March 1848.

I TRANSMIT, herewith, to your Lordship, the copy of a reply received from Mr. Isbister in the month of August last, to the report made to me by the Governor of the Hudson's Bay Company, upon the allegations of harshness and maladministration preferred against that Company by certain inhabitants of Rupert's Land. I also transmit to your Lordship the copy of a further letter from Mr. Isbister on the same subject; and I have to direct your Lordship's attention to my despatch, No. 79, of 4th June 1847, in which I instructed you to adopt such measures as might be practicable for instituting an examination into the charges brought against the Company. The distance of the Hudson's Bay territories from the seat of Government in Canada, and the difficulties attendant upon an investigation of this nature, are doubtless very considerable; and it will probably occupy some months in collecting information such as you can rely upon, to enable you to make your report; but I am anxious to have it in my power to inform the parties interested in the question in this country, that measures are in progress for inquiring into allegations against the Company; and therefore I request your Lordship to inform me, as soon as you can conveniently do so, what proceedings you have adopted in pursuance of my instructions, and how soon you expect to be able to furnish me with a report upon the subject.

9 August 1847, *See p. 53.*

22 March 1848, *See p. 103.*

I have, &c.
(signed) *Grey*.

— No. 3. —

(No. 251.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Earl of *Elgin*.

No. 3.
Earl Grey to Governor-general the Earl of Elgin, 7 July 1848.

My Lord, Downing-street, 7 July 1848.

I HAVE to acknowledge the receipt of your Lordship's despatch of the 6th June,* on the subject of the charges of maladministration which have been preferred by Mr. Isbister against the Hudson's Bay Company.

As Her Majesty's Government expect to be furnished with further and more complete information respecting the Red River Settlement, from the officer recently appointed to the government of Assiniboia, I feel it only necessary to state, that I concur generally in the views which your Lordship has expressed in the despatch now before me.

* *Vide* p. 8.

I have, &c.
(signed) *Grey*.

— No. 4. —

COPY of a DESPATCH from *B. Hawes*, Esq., M. P., to the Governor of *Assiniboia*.

No. 4.
B. Hawes, Esq., M. P., to the Governor of Assiniboia, 10 July 1848.

Sir, Downing-street, 10 July 1848.

I AM directed by Earl Grey to acquaint you, that so soon as circumstances will admit after your arrival at Assiniboia, Her Majesty's Government will expect to receive from you a full and complete account of the condition of affairs at the Red River Settlement, and particularly of the mixed and Indian population living there; charges of maladministration and harsh conduct towards the natives having been preferred against the Hudson's Bay Company, which it is of the utmost importance should be either established or disproved. Her Majesty's Government expect from you, as an officer holding the Queen's Commission, a candid and detailed report of the state in which you find the settlement you have been selected to preside over.

I would

I would particularly direct your attention to the allegations which have been made of an insufficient and partial administration of justice; of the embarrassments occasioned by the want of a circulating medium, except promissory notes payable in London; the insufficient supply of goods for ordinary consumption by the Company; and the hardships said to follow from an interference which is reported to be exercised in preventing half-bred inhabitants from dealing in furs with each other, on the ground that the privilege of the native Indians of the country do not extend to them. These, however, are only mentioned as instances, and your own judgment is relied on for inquiry into other points.

I have, &c.
(signed) *B. Hawes.*

— No 5. —

No. 5.
Earl Grey to Governor general the Earl of Elgin, 8 February 1849.

EXTRACT of a DESPATCH from Earl *Grey* to Governor-General the Earl of *Elgin*; dated Downing-street, 8 February 1849.

Mr. Hawes to Sir J. Pelly, 23 Jan. 1849, p. 114.
Mr. Hawes to Mr. A. K. Isbister, 23 Jan. p. 113.

I HEREWITH transmit, for your Lordship's information, copies of two letters which I have recently caused to be addressed to the Chairman of the Hudson's Bay Company, and to Mr. Isbister, stating the conclusion to which I have come with respect to the charges brought against the Company by Mr. Isbister.

I have, &c.
(signed) *Grey.*

III.

Reports received from the Governor-General, &c.

— No. 1. —

(No. 73.)
COPY of a DESPATCH from Governor-General the Earl of *Elgin* to Earl *Grey*.
(Answered by Earl Grey's Despatch, No. 251, 7 July.—*Vide* p. 7, Part II.)

Government-House, Montreal, 6 June 1848.

No. 1.
Governor-general the Earl of Elgin to Earl Grey, 6 June 1848.

My Lord, (Received 26 June 1848.)

I HAVE had the honour to receive your despatch of the 30th March, covering the copy of a further letter from Mr. Isbister on the subject of certain allegations of hardship and maladministration preferred against the Hudson's Bay Company, and referring me to your despatch, No. 79, of June 1847, in which you instructed me to adopt such measures as might be practicable for instituting an examination into these charges. The subject of these communications has not failed to engage my attention, but the territory in question is so distant, so little intercourse takes place between it and Canada, and the jurisdiction of the Company is so peculiar, that it is by no means easy for me to obtain so perfect a knowledge of their proceedings as would enable me to furnish such a report as your Lordship requires.

2. I am bound, however, to state, that the result of the inquiries which I have hitherto made is highly favourable to the Company, and that it has left on my mind the impression that the authority which they exercise over the vast and inhospitable region subject to their jurisdiction, is on the whole very advantageous to the Indians. From Colonel Crofton, who resided for a considerable period at Red River, in command of a detachment of troops, I derived much valuable information with respect to their system of administration. More especially it would appear to be a settled principle of their policy to discountenance the use of ardent spirits. It is indeed possible that the progress of the Indians towards civilization may

may not correspond with the expectations of some of those who are interested in their welfare. But disappointments of this nature are experienced, I fear, in other quarters as well as in the territories of the Hudson's Bay Company; and persons to whom the trading privileges of the Company are obnoxious may be tempted to ascribe to their rule the existence of evils which it is altogether beyond their power to remedy. There is too much reason to fear, that if the trade were thrown open, and the Indians left to the mercy of the adventurers who might chance to engage in it, their condition would be greatly deteriorated.

3. At the same time I think it is to be regretted that a jurisdiction so extensive and peculiar, exercised by British subjects at such a distance, and so far beyond the control of public opinion, should be so entirely removed from the surveillance of Her Majesty's Government. The evil arising from this state of things is forcibly illustrated in the present instance by the difficulty which I experience in obtaining materials for a full and satisfactory report on the charges which your Lordship has referred to me. It were very desirable, if abuses do exist, that Government possessed the means of probing them to the bottom; and, on the other hand, it seems to be hard on the Company, if the imputations cast upon them be unfounded, that Government, which undertakes the investigation, should not have the power of acquitting them on testimony more unexceptionable than any which is at present procurable. It has been stated to me, that your Lordship has it in contemplation to establish a military officer at some point within the territories of the Company, and that the Company are disposed to afford every facility for carrying out this arrangement. I trust that this report may prove well founded. An officer so situated, if well selected, may render, I am inclined to believe, very valuable service. His presence will be regarded by the Indians and the settlers as a pledge of the interest taken by Great Britain in their welfare; he will exercise over the agents of the Company a salutary influence, while he will at the same time supply the channel through which accurate information respecting the proceedings of the Company may reach Her Majesty's Government, and useful advice, when necessary, be tendered in return.

I have, &c.

(signed) *Elgin & Kincardine.*

(*See* also the Reports of Colonel Crofton and Major Griffiths at pages 101 and 109 of this Paper).

IV.

Correspondence between the Colonial Office and the Hudson's Bay Company, and the Inhabitants of the Red River Settlement, &c., on the subject of the Memorial.

— No. 1. —

Copy of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

77, Jubilee-street, Mile-End-road,

My Lord, 6 February 1847.

No. 1.
A.K. Isbister, Esq. to Earl Grey, 6 February 1847.

I have the honour to inform your Lordship that a petition, accompanied by a memorial, is about to be laid before the Colonial Department for presentation to Her Majesty, from the native and half-caste Indians of that portion of British North America under the jurisdiction of the Hudson's Bay Company, with which view a deputation of natives from that country now await your Lordship's permission to lay the matter before you. The peculiar nature and importance of the question, and the magnitude of the interests involved in it, induce me, in the name of the deputation, most respectfully to request that you will be pleased to afford us an interview.

I have, &c.

(signed) *A. Koonaubay Isbister.*

— No. 2. —

— No. 2. —

Copy of a LETTER from *B. Hawes*, Esq., M.P., to *A. K. Isbister*, Esq.

No. 2.
B. Hawes, Esq., to A. K. Isbister, Esq., 12 February 1847.

Sir, Downing-street, 12 February 1847.

In answer to your letter of the 6th instant, I am directed by Earl Grey to state, that before he can grant you the interview for which you have applied, his Lordship must request to be furnished with further information upon the subject which it is proposed to bring under his notice. With this view it will be the most convenient course that the memorial adverted to in your letter should be forwarded to this office, and after the perusal of it, his Lordship will be able to judge whether any advantage would result from an interview.

I have, &c.
(signed) *B. Hawes.*

— No. 3. —

Copy of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

No. 3.
A. K. Isbister, Esq., to Earl Grey, 17 February 1847.

77, Jubilee-street, Mile-End-road,
My Lord, 17 February 1847.

I have the honour to acknowledge a communication from Mr. Hawes, of the 12th instant, in which he is directed by your Lordship, in reply to my request for an interview on behalf of the deputation from the natives of the Hudson's Bay Company's territories in North America, to state, that your Lordship is desirous, before granting an interview, to be furnished with further information on the subject it is proposed to bring under your notice. With this view I enclose, according to your Lordship's desire, a copy of the "Memorial" I adverted to in my letter of the 7th instant, from which your Lordship will learn the distressing condition of the native population of that extensive region, whose just and well-founded grievances we are most anxious to bring under the humane consideration of the British Government. As your Lordship's request is confined to the forwarding of the "Memorial," it may be necessary to state, that the "Petition," to which reference is there made, is addressed to Her most Gracious Majesty, and was drawn up by one of the clergymen at the settlement. It is signed by upwards of a thousand names of the leading Indians and half-breeds, who having been drawn to the little settlement on the Red River from all parts of the Indian country, may be considered as fitly representing the general body of their countrymen. It was intended that the "petition" and the "memorial" should have been presented together, as well for mutual elucidation and corroboration, as that the "petition" embodies some suggestions for the remedy of the existing evils, which it was hoped would recommend themselves to your Lordship's consideration. These remedies are all based upon the main and primary requisition for a Government to administer the affairs of the country—either the British Government directly, without the intervention of any middle party, as in other colonies, or a local Board with sufficient powers, appointed by and directly responsible to the Crown;—in any case it is most desirable that some effective check should be placed on the Hudson's Bay Company, who are rapidly alienating the affections of the resident population, both native and European, not only from themselves but from the British Government, who are unjustly supposed, by the less informed, to sanction the arbitrary proceedings of the Company.

Vide Page 1 of this Return.

It was mainly with a view of bringing such remedies as have been suggested under your Lordship's consideration, and to supply any necessary information on the subject, that an interview was, and is now again, earnestly requested.

I have, &c.
(signed) *A. K. Isbister.*

— No. 4. —

— No. 4. —

COPY of a LETTER from *B. Hawes*, Esq., M.P., to *A. K. Isbister*, Esq.

No. 4.
B. Hawes, Esq., to A.K. Isbister, Esq.
5 March 1847.

Sir, Downing-street, 5 March 1847.

I AM directed by Earl Grey to acknowledge the receipt of your letter of the 17th ultimo, on the subject of the conduct of the Hudson's Bay Company towards the native inhabitants of Rupert's Land, British North America, and I am to inform you, that his Lordship has called upon the Governor of the Hudson's Bay Company for a report upon the statement advanced in your memorial.

I have, &c.
(signed) *B. Hawes.*

— No. 5. —

No. 5.
B. Hawes, Esq., to Sir J. H. Pelly, Bart.,
5 March 1847.

COPY of a LETTER from *B. Hawes*, Esq., M.P., to Sir *J. H. Pelly*, Bart.

Sir, Downing-street, 5 March 1847.

I AM directed by Earl Grey to transmit to you the copy of a letter, dated 17th ultimo, from Mr. A. K. Isbister, enclosing a memorial signed by himself and other persons constituting a deputation from the natives of Rupert's Land in British North America, in which complaints are advanced of the conduct of the Hudson's Bay Company towards the native inhabitants of that place, and I am to request that you would favour Lord Grey with your report upon the statements contained in this memorial, at as early a period as you conveniently can.

Vide p. 10.

I have, &c.
(signed) *B. Hawes.*

— No. 6. —

COPY of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

77, Jubilee-street, Mile-End-road,

No. 6.
A. K. Isbister, Esq., to Earl Grey,
5 March 1847.

My Lord, 5 March 1847.

ON re-consideration of the subject of the memorial from the natives of the Hudson's Bay Company's territories which I had the honour of transmitting to your Lordship on the 17th ultimo, it has been suggested to me, that the accompanying documents might be found useful, in regard of the additional information they supply on the subject which was then brought under your notice; viz. the condition of the numerous tribes scattered over the Indian territories, and the policy adopted towards them by their present rulers. I would particularly request your candid attention to the Report of the Rev. Henry Beaver, who was stationed for a short time at one of the Company's trading posts on the Columbia River, and is referred to by Sir George Simpson in his letter to Sir John H. Pelly (printed by order of the House of Commons) as "one of the Company's chaplains, under whose management several missions and schools had been established on the west side of the Rocky Mountains" (the Oregon territory). With a view also to exhibit the misstatements and misrepresentations of the Company in reference to the territories under their jurisdiction in a clearer form, I have drawn up a short Table, in which some of their more important statements are contrasted with the corresponding versions of the same facts, as given in the published statements of Mr. Alexander Simpson and Mr. Beaver, the former of whom was 14 years in the Company's service, in which he rose to be a partner, which I believe he is still, and the other, as already stated, is an English clergyman, some time resident in the country, and an actual eye-witness of the facts he relates. Were I not apprehensive of trespassing too largely upon your Lordship's valuable time, I would have laid before you some further statements of Mr. Beaver's in reference to the condition of the native population, particularly one addressed to the Committee of the Anti-Slavery Convention, in which the practice "of holding some of the natives in a state of slavery by persons of all classes in the

Enclosure 1, in this Letter.

Enclosure 2, in this Letter.

Company's service," is detailed, particularly the native women, "who are purchased from their Indian relations or proprietors, and not unfrequently resold amongst each other by their purchasers." Enough, however, will be gathered from the accompanying documents to convince your Lordship of the necessity of that legislative interference for which we pray. I also enclose a copy of an Opinion, alluded to in our memorial, given some years ago by Messrs. Pigott, Spankie and Brougham, on the validity of the Hudson's Bay Company's Charter, where your Lordship will find it most clearly and conclusively demonstrated that this instrument, on which the Hudson's Bay Company found their extraordinary pretensions, has long since lost its force.

Enclosure 3, in this Letter.

I have, &c.
(signed) *A. K. Isbister.*

Enclosure 1, in No. 6.

LETTER from Rev. Mr. *Beaver*, referred to by Mr. *Isbister*, and enclosed in that Gentleman's Letter of 5 March 1847.

(Extracted from Tract No. 8 of the Aborigines' Protection Society, of 1842.)

LETTER of *Herbert Beaver*, relating to the Indians on the North-west Coast of America, to the Committee of the Aborigines' Protection Society.

Gentlemen,

Encl. 1, in No. 6.

I PROCEED to furnish you with such information respecting the present condition of the Indians on the North-west coast of America, more particularly as it is affected by their intercourse with foreigners, as I was enabled to obtain during a residence of more than two years in the capacity of chaplain, at the Hudson's Bay Company's settlements on the River Columbia. I resided at Fort Vancouver, the Company's principal depôt west of the Rocky Mountains, from the beginning of September 1836, to the end of October 1838, and during that time had ample opportunities of observing the moral, social, political and intellectual state of our red brethren in its neighbourhood. From time to time I reported to the Governor and Committee of the Company in England, and to the Governor and Council of the Company abroad, the result of my observations, with a view to the gradual amelioration of the wretched degradation with which I was surrounded, by an immediate attempt at the introduction of civilization and Christianity among one or more of the aboriginal tribes; but my earnest representations were neither attended to nor acted upon; no means were placed at my disposal for carrying out the plans which I suggested.

I also became acquainted with many acts of cruelty and murder committed upon natives by persons in the Company's service, some of which I narrated by letter to the Deputy-governor of the Company at home, and to the Governor of the Company's foreign possessions, in the hope that a stop might be put to the recurrence of these horrible atrocities; but from both I incurred a rebuke for my undue interference in matters which did not professionally concern me. I therefore rejoice in an opportunity afforded me by the Aborigines' Society of bringing to light some of those hidden things of darkness, as well as of making public some statements regarding the interesting people among whom I so long sojourned, in order that humanity and religion may alike be roused to prevent their oppression and promote their salvation.

Although the trade in peltry is undoubtedly one of the grand means of civilizing and evangelizing the North American Indians, and although the Hudson's Bay Company, in whose name and interests those of the North-West Company have merged, owes its entire prosperity, nay, its very existence, to commerce with the natives of the well-nigh unlimited territory over which it exercises a nearly uncontrolled sway, yet little has hitherto been done by the Company on the east side of the Rocky Mountains, and nothing on the west side, towards advancing in the scale of creation the innumerable tribes of untold rational and immortal beings whose most important destinies have for the last 170 years been placed in its hands.

Of the state of the aboriginal inhabitants of the eastern side of the continent, considerable intelligence has, through various channels, been communicated; none, or but little authentic, of that of those of the western; and it is only with reference to a small part of these that I can now offer the result of personal inquiry.

Taking Fort Vancouver as the centre of a circle, having one of its radii extending to the sea, about 90 miles distant, there are within the circumference about 12 distinct tribes of Indians, each speaking a different language, and comprising an average of 200 souls; with two of these, the Chinook and Klickatack, I was most conversant, having freely mixed with them on many occasions, as some of both were continually in the vicinity of the fort. In manners and customs these tribes differ essentially from each other, and as a similarity in these respects to one or other of them exists among the neighbouring tribes, I conceive that an account of them may serve as a tolerable guide to an acquaintance with those of whom I could obtain but a scanty personal knowledge, from their not so much frequenting the post at which I was stationed during my residence in the country.

The

The Chinook is a fishing tribe, dwelling on the banks of the river, and using canoes; the Klickatack is a hunting tribe, dwelling in the plains, and using horses. The latter is a much finer race than the former, both in appearance and disposition. The common dress of the Chinooks, both male and female, is a blanket, to which the females add a kilt or short petticoat, while the Klickatack men are seldom seen without a capot shirt and pair of leggings, and the women are not unfrequently clothed in coarse cloth gowns. The Chinook women wear nothing on their heads, and those of the men are often without a covering; but the female Klickatack has always a cap of plaited grass, and the male one of fur or some other material. The arms and accoutrements of the one are also kept in a much more cleanly and efficient style than are those of the other. The persons, too, of the Klickatacks, both men and women, are far more pleasing than those of the Chinooks, who from squatting continually in their canoes, on their heels (the posture of paddling), contract a habit of stooping, and a very inactive gait, while the others are upright, and walk with an elastic step. The figures of the Chinook women are often disgustingly obese; those of the Klickatack are generally straight, and sometimes almost beautiful.

But the greatest point of difference between the two tribes relates to their moral qualities. The Chinooks, in consequence of their greater intercourse with sailors, and the other lower servants of the Company, are excessively depraved. Their women, especially, are as accomplished courtesans as any upon the face of the whole earth; inferior to none in profligacy, disease and extravagance. No instance came to my knowledge, or at least but one, and that uncertain, of a Klickatack woman misconducting herself with a white man. It is true that polygamy is practised by both tribes, and that capricious divorces sometimes take place; but this is a native custom, in which they know no harm, and vastly to be distinguished from those exotic vices which have been implanted in the aboriginal soil.

Among crimes which are certainly not indigenous, infanticide stands foremost. It is committed by the mother, or at her desire, but never when an Indian is the father, generally in consequence of the desertion of the white father. Abortion is likewise resorted to with the design of not putting him to the expense and trouble of maintaining his offspring. Yet the unhallowed connexions which lead to these crimes are permitted, nay, encouraged by the Company, who might easily restrain them. Infidelity in Indian women living with their natural husbands is of rare occurrence; that of those living with the lower servants of the Company notoriously common. Of its dreadful effects let the records of the hospital at Vancouver testify. Nor are the ravages of the malady alluded to confined to that spot; I believe that the blood of the whole Chinook race is tainted with it, and that through the agency of sailors it is disseminated along the coast for hundreds of miles, and perpetuated at the other posts of the Company.

While the tide of demoralization thus overspreads with irresistible violence the only regions where he can at present exist, the efforts of the missionary must be feeble, if not altogether useless. It is an observation, never more truly exemplified than at the Company's settlements, that wherever the Gospel has been carried among modern heathen nations, there, simultaneously, has vice, before unknown, been imported; and that the lives of the professors of Christianity are the most fatal hinderances to its being embraced by even the most uncultivated savages. The Indians with whom I conversed were, for the most part, intelligent and argumentative, and drew conclusions, not from what they heard, but from what they saw; and assuredly they saw no recommendation of religion in the example of the generality of the Company's servants, with whom its precepts seemed to be in almost total abeyance.

One great cause of the immorality at the place where I was stationed, and a consequent barrier to the improvement and conversion of the Indians, was the holding of some of them in a state of slavery by persons of all classes in the Company's service, and by those who have retired from it, and become settlers on the rivers Willamette and Cowlitye, but over whom the Company retain authority. The whole number of these wretched beings amounted to between 80 and 90. They were miserably clothed and fed, nor was it possible that they could receive any instruction while they continued in their very degraded condition. I knew some of them to be flogged by order of the officer in charge of the establishment, and others to be cruelly ill-used by their owners. The women themselves, who were living with the lower class of the Company's servants, were much in the condition of slaves, being purchased of their Indian proprietors or relations, and not unfrequently re-sold amongst each other by their purchasers. But I forbear to add more upon this part of my subject, having communicated full information respecting it to the Committee of the Anti-slavery Convention, by whom my communication has been published.

Besides these standing evils, to which the aborigines are subjected by their intercourse with the Hudson's Bay Company, several most atrocious outrages, committed upon them by persons in the Company's service, came to my knowledge. Soon after my arrival at Vancouver, I was informed by many persons, one of whom had nearly been an eye-witness of the transaction, having been invited to assist in holding down the unhappy sufferer, that in the month of February 1835, a most infamous outrage, which cannot here be more particularly described, was committed upon the person of an Indian, not, however, as a necessary surgical operation, by the surgeon of the establishment, but with the connivance and permission, if not by the order of the officer in charge.

About the middle of the summer 1836, and shortly before my arrival at Vancouver, six Indians were wantonly and gratuitously murdered by a party of trappers and sailors, who landed for the purpose from one of the Company's vessels on the coast somewhere between the mouth of the river Columbia and the confines of California. Having on a former occasion

 read

read the particulars of this horrid massacre, as I received them from an eye-witness, before a meeting of the Aborigines' Society, I will not now repeat them. To my certain knowledge, the circumstance was brought officially before the authorities of Vancouver, by whom no notice was taken of it; and the same party of trappers, with the same leader, one of the most infamous murderers of a murderous fraternity, is annually sent to the same vicinity to perform, if they please, other equally tragic scenes. God alone knows how many red men's lives have been sacrificed by them since the time of which I have been speaking. He also knows that I speak the conviction of my mind, and may He forgive me if I speak unadvisedly, when I state my firm belief that the life of an Indian was never yet by a trapper put in competition with a beaver's skin. The very way in which the aborigines are spoken of by the trappers and leaders of trapping parties, goes far to prove the correctness of my assertion. "Those d——d," "those rascally," "those treacherous" Indians, are the unmerited appellations by which the race is universally designated.

In the former part of the same year, I was credibly informed, that the same party killed one Indian, wounded another, supposed mortally, and threw a child into a fire, in consequence of a quarrel respecting a knife, which was afterwards found upon one of themselves. And during the year before, they put four Indians to death for stealing their horses, which might be pleaded as some excuse for the brutality, but that they afterwards killed 10 or 12 more in cold blood, and set fire to their village. The Indians lived in such constant dread of this party, that they were unable to descend into the plains from their fastnesses in the mountains, to procure their usual modes of subsistence. Do not these things imperatively demand inquiry and interference? Is not such treatment as I have narrated of their red brethren unbecoming to persons who profess the religion of the Prince of Peace, and to persons, who, ignorant themselves of the precepts of Christianity, may be in the service of such professors? Yet these acts are not only committed and winked at, but opportunities are even furnished for their recurrence. It should never be forgotten that the Hudson's Bay Company are but as invaders of the soil on which these excesses are committed by their servants, and that as such, the least they can do is to restrain all unnecessary violence towards the rightful possessors, both of it and of the furs which it produces, not for the benefit of the aborigines, but for the promotion of far distant mercantile interests. If it be asserted that resistance against Indian aggression is indispensable, or that retaliation is necessary to ensure future safety, I maintain that the white man has no right to intrude himself into a country against the wishes of its inhabitants. If it be said that they make no use, or not a proper use, of its productions, I would ask, have they not a right to do what they will with their own? But I apprehend that if the Indian had always been treated as he ought to have been by the white man, he would never have resorted to acts of violence to expel from his country him whom constant ill-usage has taught him to regard as his natural enemy. And with respect to the furs of that country, to rob their lawful owner of them, by taking possession of them, either with no payment or a most inadequate one, is surely not a legitimate method of teaching him their proper use and value. Of articles bartered by the Company for peltry and other native produce, one-half may be classed as useless, one quarter as pernicious and the remainder as of doubtful utility; for I cannot but consider of very questionable utility, in the real sense of the word, even that clothing for which the natives are servilely dependent on the Company, and for which they have long since discarded the vestments which their own country spontaneously affords.

Were I to dilate upon the ruinous consequences to our red brethren, which have ensued upon their intercourse with whites, and to narrate all I heard and knew of their ill-usage by the latter, I should far exceed the limits of this communication. I have attempted to embody the information of which I am possessed in a publication, which I hope will soon be ready for the press. In the mean time, I have to express my readiness to reply most fully and freely to any inquiries which may be made with a view to ameliorate the condition of the aborigines of the North-west Coast; nor may it be irrelevant from the designs of a society formed for their protection, if I were to state some facts relative to that of the Sandwich Islanders in the Company's service.

There is a considerable number of them in the service scattered all over the continent, from 12 to 20 being imported about every other year from their native country, which is three or four weeks' sail from the Columbia River, and few ever returning home again. Their condition is little better than that of slavery, being subject to all the imperious treatment which their employers may think fit to lay on them, whether by flogging, imprisonment or otherwise, without a possibility of obtaining redress. Each of them, before embarkation in their own country, receives a small advance of money, part of which their chiefs seize as a bonus for permitting them to have it, and for relinquishing all future claim to their services. The remainder is usually squandered; so that when they arrive in a colder climate they are destitute of adequate clothing, the supply of which generally consumed the whole of their wages for the first year. Nor are they afterwards able to save much of these, for all their necessaries are charged at the rate of 100 per cent. upon the invoice price, that is double the value of the goods in England; whereas only 50 per cent. addition to the prime cost is charged to the other servants of the Company. This difference is made in order to compensate the Company for the nominal payments to the Sandwich Islanders of higher wages than are given to their other servants of the same class. While others receive 17*l.* per annum, they receive 30*l.*, or 10 dollars per month; by which tempting offer this simple but amiable people are induced to enter the service. In reality, therefore, they are worse paid than others, although their ignorance of the value of money, and their confiding disposition prevent them from being cognizant of the deception and imposition thus shamefully practised upon them.

But

But these are not all the grievances of which they have to complain. During my residence at Vancouver, one of them was confined there in irons for the space of five months and four days, during which he was never released from his handcuffs; and this for no fault at all, only for a supposed dereliction of duty, which afterwards turned out not to be the case. At the commencement of his imprisonment for the same imputed offence, he received 40 lashes on his bare back; and during the continuance of it he was attacked with intermittent fever, which being reported to the officer in charge of the establishment, his humane reply was, "Let him shake and be d——d!" nor was the poor fellow released from his irons even under that afflictive circumstance. The same man had been flogged on a previous occasion for accidentally losing a canoe, the value of which was charged against his account, being thus made to pay for the same fault, if it was one, both in his person and in his pocket.

I knew another Sandwich Islander to be severely flogged, though bearing a general good character, for making a trifling mistake, unattended by any injury to the service, with respect to some orders which he had received, and which, from his ignorance of the language in which they were conveyed, he probably had not understood. I knew another die in the hospital, as was generally supposed, in consequence of a wound inflicted on his head by the commander of one of the Company's vessels. His countrymen made a complaint to the officer in charge, by whom it was not entertained, nor was any investigation instituted. The surgeon affirmed that he died of apoplexy. I will not put my judgment in competition with the professional; I will only state, that from the time when the poor man came into the hospital until that of his death, which was several days, he was continually convulsed, having a sort of paralytic motion, or catching of the head and neck.

In the year 1832, as I was informed by the commander of the vessel in which he was proceeding to his native country, as well as by several others, a Sandwich Islander died on board, and that his death was attributed to a flogging which he had received for stealing a pig. But I have said enough to prove the oppression practised towards these helpless people. Perhaps the most deplorable part of their condition is, that they soon lose the Christian instruction which has been imparted to them by their excellent missionaries at home; they revert to the abominable practices of their idolatrous times, and form connexions with the Indians, to whose level they speedily sink. On my second visit to Oahu, I had the satisfaction, in consequence of my representations, and those of some of their subjects who had returned, of learning that the king and the chiefs had issued a decree that no more of them should enter the Company's service. How long cupidity may permit the observance of this decree, I am unable to conjecture; but even should it be acted upon, there will still remain in the Company's service a sufficient number, with their offspring, of those interesting islanders to attract the attention of the humane.

Should the society desire it, I shall have much pleasure in communicating the plans which I have suggested, and which I should wish to see adopted, for the improvement of their condition, and likewise for the improvement of that of some of the aboriginal tribes of the North-west Coast, particularly the Klickatack, to which I chiefly directed my attention and that of the Company, as being most likely to benefit by missionary enterprise.

Since writing the above, I have learned from good authority that in the month of August 1840, an Indian was hanged near the mouth of the Columbia River, and several others shot, and their village set on fire, by a party in the employment of the Hudson's Bay Company, under the command of chief factor M'Loughlin, who led them from Fort Vancouver, thus indiscriminately to revenge the death of a man who lost his life in an affray while curing salmon.

(signed) *Herbert Beaver.*

Enclosure 2, in No. 6.

Encl. 2, in No. 6.

THE annexed Tariff exhibits the prices paid by the Hudson's Bay Company to the natives for their furs in that portion of their territories denominated the Mackenzie's River District, which extends from Fort Chipewyan, on the Athabasca Lake, to the Arctic Ocean. With some unimportant modifications, it may be considered as regulating the trade of the whole country situated to the north of the Saskatchewan River, where the effects of the opposition along the United States frontier beginning to be felt, it becomes necessary to adopt a more favourable standard of exchange. It is the natives of this extensive region whose deplorable condition is described in the memorial.

	Number of Skins.		Number of Skins.
One common gun - -	20	One blanket, 2 pt. plain (largest size)	5
One gill powder - - - -	1	One ditto 1½ - - - -	3
Eighteen leaden bullets - -	1	One ditto 1 - - - -	2
Eight charges of shot - - -	1	One ditto 3 (striped) - -	12
One blanket, 3 pt. plain (largest size)	10	One ditto 2 - - - -	10
One ditto 2½ - - - -	8	One axe (the largest) - - -	3

(*continued*)

	Number of Skins.		Number of Skins.
One axe (the smallest) - -	2	One fire steel - - - -	1
One kettle, 9 gallons - - -	20	Half-a-dozen clay pipes - -	1
One ditto, 6 „ - - -	16	One dozen brass rings - - -	2
One ditto, 3 „ - - -	12	One yard of coarse cloth - -	6
One lb. beads - - - -	6	One worsted sash, 4 inches - -	3
Two feet twist tobacco - -	1	One - - ditto 3 „ - -	2
One dozen brass ball buttons -	1	One common comb - - -	1
One man's coat - - - -	12	One pair of ear-rings (brass) from	2 to 5
One ditto - - - - -	10	Half-a-dozen nose and ear trinkets	1
One youth's ditto - - -	8	One ounce vermilion - - -	1
One ditto - - - - -	6	Half-pint of rum, or rather a mixture composed of nine parts water and one part rum - - -	1
One boy's ditto - - - -	5		
One ditto - - - - -	4		
One child's ditto - - - -	3	One common cotton shirt - -	3
One iron scalping knife - -	1	One vest - - - - -	6
One file, 10 inches - - -	5	One pair trousers - - -	9
One ditto 9 „ - - - -	4	Six yards gartering - - -	1
One ditto 8 „ - - - -	3	Two fishing hooks (trout) - -	1
One ditto 7 „ - - - -	2	One pair scissors - - -	1
One ditto 6 „ - - - -	2	One moose skin, purchased by the Company from Indians in one part of the country, and re-sold where the animals have been hunted up - - - -	2 & 3
One ditto 5 „ - - - -	1½		
Ten gun-flints - - - -	1		
Eight awls - - - - -	1		
Seven needles - - - -	1		

The "skin" is an arbitrary standard, adopted by the Company, and does not mean the skin of one animal; thus, a full-grown beaver is reckoned "one skin," but it requires 4 mink skins, 3 marten skins, 2 fox skins, 12 musquash, &c. to make a "skin." A common gun will thus bring 20 beaver skins, or 20 bear skins, 80 minks, 60 martens, 40 foxes and 240 musquash.

It ought to be mentioned, that the above tariff is employed in "that portion of the country embraced within the Royal License" (as distinguished from the Company's proper territories, included within the charter), where, according to Sir J. H. Pelly "the trade is yet of very little benefit to the Company, and affords greater advantages to the mother country in the employment of shipping, and in the revenue arising from imports and exports, than the Company derive from it." Fifty per cent. on the prime cost is considered to cover the expenses of freight, &c. of the goods used in barter.

A. K. Isbister.

It being evident that the Hudson's Bay Company obtained the renewal of their recent "grant of exclusive trade with the Indians in certain parts of North America," on the strength of the reports submitted by them in 1837 to Her Majesty's Government, inducing a very general impression that the Company's proceedings had appeared of late to be distinguished generally by a liberal and enlightened policy, for which and similar reasons it was deemed unadvisable to withdraw from them the powers which they at present exercise; I am desirous of making a few observations on the subject of these reports, and of drawing attention to the numerous inaccuracies and misrepresentations which they contain.

The grounds on which the Hudson's Bay Company rest their claims for the renewal of their license of exclusive trade, may be reduced to these three:

1. The alleged increase and improvement of the native population, through their means, since the exclusive management fell into their hands.

2. The improvement of the country itself by the formation of agricultural settlements within its limits, and the establishment of valuable branches of an export trade in wool, flax and other natural productions of the country.

3. The advantages accruing to the general commercial interests of Great Britain from the monopoly of the Hudson's Bay Company.

Sir J. H. Pelly, Governor of the Company, in his letter to the Lords of the Privy Council for Trade, states as the results of the exclusive license of the Hudson's Bay Company, "that the peace and tranquillity of the country has been restored; that the abuse of spirituous liquors has been discontinued; that the condition of the native population is greatly ameliorated; and that the commercial interests of Great Britain are improving under the management of the Hudson's Bay Company."

With respect to the improvement of the commercial interests of Great Britain under the management of the Hudson's Bay Company, considering that in the present instance the interests of Great Britain are represented by those of the Hudson's Bay Company, there appears no reason to dispute the accuracy of the statement. The restoration of peace and tranquillity to the country, which but for the dissensions of rival traders had never been disturbed,

disturbed, followed as a natural consequence on the investitures of the Hudson's Bay Company with their present exclusive privileges. What merit that body can claim on this score does not, under these circumstances, appear very clear. My purpose at present having more immediate reference to the country and the native inhabitants, I, however, pass over these and similar claims set up by the Company, and proceed to the examination of the statements made by Sir J. H. Pelly and Sir George Simpson, in reference to what has been done for the improvement of the country and the native population, of whose condition, as well as of the policy of the Hudson's Bay Company, I claim to have some knowledge. As has been already stated in the Memorial to Earl Grey, these statements (in the sense in which they were evidently intended to be understood) are entirely devoid of truth; and it will be well to observe here, that there is in this case the testimony of a whole people, through their representatives, to be weighed against the assertions of two men having a direct and to them important object in view in the statements they advanced. I am desirous, however, of contrasting the reports of Sir J. H. Pelly and Sir George Simpson with the published statements of two other individuals, with equal, if not superior, means of information, both at least speaking from personal knowledge, and who being connected with the Company, will not be accused of any undue prepossessions against them. The individuals to whom I allude are Mr. Alexander Simpson, brother of the enterprising Arctic discoverer of that name, who was 14 years in the Company's service, in which he rose to be a partner, and Mr. Beaver, a clergyman in connection with the Church Missionary Society, who officiated for two years as chaplain at one of the Company's posts on the west side of the Rocky Mountains, and on his return to England addressed the letter to the Aboriginal Society, relating to the Indians on the North-west Coast, which accompanies this.

STATEMENTS exhibiting the Policy of the Hudson's Bay Company towards the Natives.

EXTRACTS from the Reports of Sir *J. H. Pelly* and Sir *G. Simpson*, Governors of the Hudson's Bay Company, submitted to the British Government on applying for the renewal of the exclusive License of the Company in 1837.—(Printed by Order of The House of Commons, 8 August 1842).

"DURING the competition in trade previous to the year 1821 (when the exclusive management fell into the hands of the Hudson's Bay Company), it was found impossible to take any effectual measure towards the civilization or moral and religious improvement of the native population. Since that period the Company have established two Protestant missions, under the management of their chaplains at Red River Settlement, where there are likewise two Catholic missions and 13 schools.

"It is gratifying to be enabled to say that the zealous endeavours of our missionaries have been most successful.

"The Hudson's Bay Company have likewise established missions and schools at several of their principal depôts or posts on the Columbia River, west side of the Rocky Mountains, under the management of another of their chaplains." (Mr. Beaver, the only clergyman who ever entered that part of the Company's territories).—*Report of Sir George Simpson*, p. 16.

"The employment we afford at those seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with our officers and servants, tends towards their gradual civilization and improvement, and we find our own interests promoted by an equitable and liberal system of trade and management.

"I have no hesitation in saying that the native population of the countries through which the Hudson's Bay Company's business extends, never derived any real benefit from their intercourse with the whites until the fur

EXTRACTS from the "Life of *Thomas Simpson*, by his brother *Alexander*." Bentley, New Burlington-street, 1845; and a "Letter of the Rev. *Herbert Beaver*, relating to the Indians on the North-west Coast of America, to the Aborigines Protection Society" (accompanying this).

"THIS extensive field* for missionary enterprise was unoccupied until the year 1839, when the attention of the Wesleyan Conference of Canada was directed towards it." —*Simpson's Life and Travels*, p. 432.

"Although the Hudson's Bay Company owes its entire prosperity, nay its very existence, to commerce with the natives of the well-nigh unlimited territory over which it exercises a nearly uncontrolled sway; yet little has hitherto been done by the Company on the east side of the Rocky Mountains, and nothing on the west side, towards advancing in the scale of creation the innumerable tribes of untold, rational and immortal beings whose most important destinies have for the last 170 years been placed in its hands."—*Beaver*, p. 16.

"God knows that I speak the conviction of my mind, and may He forgive me if I speak unadvisedly when I state my firm belief that the life of an Indian was never yet, by a trapper, put in competition with a beaver skin."—*Ibid.* p. 19.

"An awful fatality seems to overhang the retiring members of the Company, a punishment for the unprincipled and licentious lives they have led."—*Simpson's Life and Travels*, p. 81.

"It is an observation never more truly exemplified than at the Company's settlements, that wherever the Gospel has been carried among modern heathen nations, there simultaneously has vice, before unknown, been imported. Assuredly the Indians saw no recommendation of religion in the example of the generality of the Company's servants, with

* The Hudson's Bay Company's Territories.

STATEMENTS exhibiting the Policy of the *Hudson's Bay* Company to the Natives—*continued.*

fur trade became exercised under the existing license. In proof of this, the population of some of the tribes previous to that time sensibly diminishing, is now increasing."—*Report of Sir George Simpson*, p. 16.

"On the banks of the Columbia River we are directing our attention to agriculture on a large scale. I have also the satisfaction to say, that the native population are beginning to profit by our example, as many, formerly dependent on hunting and fishing, now maintain themselves by the produce of the soil."—*Ibid.*

"At the Red River and Columbia schools Indian children are educated, belonging to many of the distant tribes. We are using our utmost endeavours in every other part of the country, where the climate and soil admit of it, to collect the Indians into villages, and direct their attention to agriculture, as the first step towards civilization."—*Ibid.*

with whom its precepts seemed to be in almost total abeyance."—*Simpson's Life and Travels*, p. 81.

"One great cause of the immorality at the place where I was stationed, and a consequent barrier to the improvement and conversion of the Indians, was the holding of some of them in a state of slavery by persons of all classes in the Company's service, and by those who have retired from it, and become settlers on the Rivers Willamette and Cowlitz, but over whom the Company retain authority. The women themselves who were living with the lower class of the Company's servants were much in the condition of slaves, being purchased of their Indian proprietors or relations, and not unfrequently resold amongst each other by their purchasers."—*Beaver*, p. 18.

"My earnest representations to the Company for an immediate attempt at the introduction of civilization and Christianity among one or more of the aboriginal tribes, were neither attended to nor acted upon. I also became acquainted with many facts of cruelty and murder committed upon the natives by persons in the Company's service, some of which I narrated by letter to the Deputy-governor of the Company at home, and to the Governor of the Company's foreign possessions, in the hope that a stop might be put to the recurrence of these horrible atrocities, but from both I incurred a rebuke for my undue interference in matters which did not professionally concern me."—*Ibid.*

(This remarkable letter amply deserves perusal *in extenso*. It details several atrocious murders committed by servants of the Company, and the equally unjustifiable acts of that body in hanging Indian offenders without trial of any kind.)

PROFITS of the TRADE, &c.

"The employment we afford at those seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with our officers and servants, tends towards their gradual civilization and improvement, and we find our own interests promoted by an equitable and liberal system of trade and management."—*Reports*, p. 16.

"The principal benefit the Company derive from the exclusive license of trade is, the peaceable occupation of their own proper territory, from which they draw nearly the whole of the profits of their trade, and for the protection of which they have a right to look to Government in common with the rest of Her Majesty's subjects, as the trade of the country embraced in the royal license is as yet of very little benefit to them, and affords greater advantages to the mother country in the employment of shipping, &c."—*Ibid.* p. 26.

"The prices paid to the natives for their furs are, in general, exceedingly small. Throughout the whole of the protected territories the value of goods bartered for furs is certainly under one-twentieth of the value of these furs in England. In one year the gross value of the furs traded by the Company amounted to 211,000 *l.*, and the net profits for that year were declared at 119,000 *l.*"—*Simpson's Life, &c.* p. 428.

"With respect to the furs of that country, to rob their lawful owner of them by taking possession of them, either with no payment, or a most inadequate one, is surely not a legitimate method of teaching him their proper use and value. Of articles bartered by the Company for peltry and other native produce, one-half may be classed as useless, one quarter as pernicious (ardent spirits), and the remainder as of doubtful utility."—*Beaver*, p. 20.

Enclosure 3, in No. .6

Encl. 3, in No. 6.

THE Charter of the Hudson's Bay Company was lately, on behalf of the North West Company, laid before some of the most eminent lawyers in England, with some queries about the validity of that Charter, and the exclusive privileges claimed under it by the first-mentioned Company, and their sub-monopolist Lord Selkirk, to which the following was received in answer:

"The

" The prerogative of the Crown to grant an exclusive trade was formerly very much agitated in the great case of the East India Company *versus* Sandys. The Court of King's Bench, in which Lord Jeffries then presided, held that such a grant was legal, and we are not aware that there has since been any decision expressly on this question in the Courts of law. Most of the charters for exclusive trade and exclusive privileges to companies or associations have, since the revolution, received such a degree of legislative sanction as perhaps to preclude the necessity of any judicial decision on it.

" Much more moderate opinions were entertained concerning the extent of the prerogative since the revolution, to which is to be attributed the frequent recourse after that period to legislative authority in such cases, and particularly in the very case of the Hudson's Bay Company; for, by the temporary Act of the 2d of William and Mary, ' for confirming to the Governor and Company trading to Hudson's Bay their Privileges and Trade,' the duration of that confirmation is expressly limited to seven years, and to the end of the next Session of Parliament, and no longer. Part of the preamble to that Act is in effect a legislative declaration of the insufficience of that charter for the purposes professed in it without the authority of the Legislature; and which authority entirely ceased soon after the expiration of the seven years after that passed. Such rights, therefore, as the Hudson's Bay Company can derive from the Crown alone, under their extraordinary charter, as it is, must entirely rest upon, and stand or fall, by the common-law prerogative of the Crown. The right of the Crown merely to erect a company for trading by charter, and to make a grant of territory, in Charles the Second's reign, may not be disputable; but, on the other hand, there are various clauses in the Hudson's Bay Company's Charter, particularly those empowering the Company to impose fines and penalties, to seize or confiscate goods and ships, and seize or arrest the persons of interlopers, and compel them to give security in 1,000 *l.*, &c. &c., which are altogether illegal, and were always so admitted; and we are clearly of opinion that the Company and their officers, agents or servants, could not justify any seizure of goods, or arrest or imprisonment of any persons of his Majesty's subjects. But we think that the Hudson's Bay Company, and their grantee Lord Selkirk, have extended their territorial claims much further than the charter will warrant, supposing it even free from all the objections to which we apprehend it is in other respects liable. The words of the grant, pursuing the recital of the petition of the grantees, with a very trifling alteration, that cannot affect the construction of the instrument, are ' of the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatever latitude they shall be, within the entrance of the straits commonly called Hudson's Straits; together with all the lands and territories upon the (countries) coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid;' that is within the straits; and those limits are frequently referred to throughout the charter as the ' limits aforesaid.'

" Within the straits, must mean such a proximity to the straits as would give the lands spoken of a sort of affinity or relation to Hudson's Straits, and not to lands commencing at the distance of 900 miles, and extending 2,000 miles therefrom; that is to say, of the coasts and confines of the seas, &c., within the straits; such a boundary must be implied as is consistent with that view, and with the professed objects of a trading company intending not to found kingdoms and establish states, but to carry on fisheries in those waters, and to traffic for the requisition of furs and peltries and other articles mentioned in the charter. The enormous extension of land and territory now claimed, appears, therefore, to us, not to be warranted by any sound construction of the charter.

" Indeed, there is sufficient reason to suppose that the territories in question, or part of them, had been visited, traded in, and in a certain degree occupied by the French traders from Canada, and their Beaver Company, erected in 1630, whose trade in peltries were considerably prior to the date of the charter of the Hudson's Bay Company. These territories, therefore, would be excepted out of the grant, and the right of British subjects in general to visit and trade in these regions, would follow the national rights acquired by the king by the conquest and cession of Canada, as enjoyed by the French Canadians previous to that conquest and cession.

" No territorial right can therefore be claimed in the districts in question, and the exclusive trade there cannot be set up by virtue of the charter; these districts being remote from any geographical relation to Hudson's Bay or the Straits, and not being in any sense within the Straits, nor approached by the traders from Canada, through the interdicted regions, of course no violence to or interruption of trade from Canada could be justified under the territorial claims.

" If, contrary to our opinion, the land and territory in question were within the grant, the grant of so large a portion of territory as that to Lord Selkirk, of 116,493 square miles, would be an abuse of the charter, which might justify the interference of the Crown, because, though the Company might have a right to make grants of lands, such grants must be for the promotion of or consistent with the object of the institution; but the grant to Lord Selkirk leads to an establishment independent of the Company, inconsistent with the purposes of their institution, and in its effects created a sub-monopoly in one person to the detriment both of the Company and the public. The Company could confer no power to Lord Selkirk to appoint governors, courts of justice, or to exercise any independent authority, nor could they directly or indirectly transfer their authority to him.

" There seems no reason to doubt, that offences actually committed in the territories and district in dispute, where no court of judicature ever has been established, can in point of jurisdiction legally be tried by the courts of Canada, under the 43 Geo. 3, c. 138, and,

 indeed,

indeed, unless this district was within the provisions of that Act, we cannot discover what territory was meant to be included in it.

"Supposing the charter of the Hudson's Bay Company valid, and the districts in dispute to be within their limits, we should doubt whether the Governor and Company have lawful power by the charter to establish courts for the trial by the laws of England, of offences committed therein; that power, the Company has never yet attempted to exercise, though near 150 years has elapsed since they procured their charter; but even if they should still possess this extraordinary power, without further authority, legislative or regal, we should, nevertheless, think, that no courts there established could have authority to try and punish as an offence, the act of going there simply, which if the grant were legal, could amount, at the most, only to a misdemeanor or contempt of the King's lawful authority, to be prosecuted by the suit of his Majesty.

(signed) "*A. Piggott.*
"*R. Spankie.*
"London, January 1816." "*H. Brougham.*"

A separate opinion of another lawyer in London of pre-eminent abilities, was also had in January last, which substantially coincides with the above; and more pointed law opinions, some years ago, were given by Messrs. Bearcroft and Gibbs, also eminent in their profession, against the validity of the Hudson's Bay Company's pretensions to an exclusive right of trade.

Montreal, May 1816.

— No. 7. —

No. 7.
B. Hawes, Esq., to Sir J. H. Pelly, Bart., 18 March 1847.

5 March 1847, p. 11.

COPY of a LETTER from *B. Hawes*, Esq., M. P., to Sir *J. H. Pelly*, Bart.

Sir, Downing-street, 18 March 1847.

WITH reference to my letter of the 5th instant, I am directed by Earl Grey to transmit to you the copy of a further communication which has been received from Mr. Isbister, respecting the condition of the native inhabitants of the territory in North America, which is under the jurisdiction of the Hudson's Bay Company; and I am to request that you would furnish Lord Grey with a full report upon the allegations preferred in this communication against the conduct of the Company towards the tribes in question.

I have, &c.
(signed) *B. Hawes.*

— No. 8. —

COPY of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

No. 8.
Sir J. H. Pelly, Bart., to Earl Grey, 24 April 1847.

My Lord, Hudson's Bay House, 24 April 1847.

I HAVE the honour to acknowledge the receipt of a letter from Mr. Under-Secretary Hawes, date the 5th March, accompanying a memorial, signed by certain persons calling themselves deputies from the natives of Rupert's Land, in which numerous complaints are advanced of the conduct of the Hudson's Bay Company towards the native inhabitants of that place.

In compliance with your Lordship's desire that I should make a report on this memorial, I beg leave to submit to your consideration the observations contained in the paper transmitted herewith, and at the same time to state some circumstances, of which your Lordship may not be aware, tending to throw light on the origin of the petition referred to in the memorial.

Some of the settlers at Red River have of late been carrying on a clandestine trade in furs, in violation of the Hudson's Bay Company's chartered rights, and of the covenants under which they hold their lands. The agents whom they employ in this traffic, and who range the surrounding country in all directions, are the half-breeds of the settlement, chiefly those of Canadian origin, who are more easily induced to adopt this mode of life than those of British extraction.

The injury thus done to the Company's trade, though considerable, is but one, and that the least of the evils resulting from this practice. The persons engaged in it are diverted from the cultivation of the soil, acquire habits which render them averse to the sober pursuits of industry, and exert a baneful influence on the other settlers of mixed race.

The

The Company, seeing the effects resulting from this traffic, which, if continued, would have frustrated the very object for which the settlement at Red River was formed, felt it their duty to take measures for putting a stop to it, and those measures, in proportion as they have proved effectual, have given dissatisfaction to the parties who derived profit from the practice.

The efforts of those parties have consequently been directed against the Company's charter, which they imagine may be got rid of through the instrumentality of the half-breeds, the more turbulent portion of whom they found little difficulty in enlisting in their cause. Hence the complaints of the Company's administration, the long array of alleged grievances, and the parade of an affected commiseration of the hard lot of the Indian population, whom no greater calamity could befal than to have the Red River half-breeds let loose upon them.

As the memorialists deal largely in vague and general assertions which do not admit of specific answers, I have, for the sake of clearness, divided the memorial into numbered paragraphs, to which corresponding numbers in the report are intended to refer, and have thrown into an Appendix some extracts, bearing on the Report, from the work of Thomas Simpson, the Arctic traveller, and from a book published by the Church Missionary Society, containing a narrative by the Bishop of Montreal, of a visit which that prelate made to Red River settlement two years ago.

I have, in like manner, divided into numbered paragraphs, the extracts from publications by the Rev. Mr. Beaver and Mr. Alexander Simpson, contained in the tabular statement accompanying the letter of Mr. A. K. Isbister, dated March 5; in juxtaposition with which will be found extracts corroborating the statements sought to be impugned by that gentleman.

These latter extracts are taken from the official narrative of Commodore Wilkes, commander of the United States' Exploring Expedition, who visited all the Company's posts (with the exception of two) westward of the Rocky Mountains, and who will not be suspected of any partiality in favour of the Hudson's Bay Company; also from the work of the Rev. Mr. Parker, an American missionary, who resided for some time at Fort Vancouver; from the history of the Oregon territory, by Mr. Dunn, formerly of the Hudson's Bay Company's service; and lastly, from the letters of Mr. Beaver himself to the Directors of the Company.

The perusal of the above-mentioned documents will, I trust, satisfiy your Lordship that the allegations of the memorialists are groundless; but should any of the points brought under review appear to require further explanation, I shall be happy to afford it.

I have, &c.
(signed) *J. H. Pelly.*

Enclosure in No. 8.

MEMORIAL of *A. K. Isbister* and others, to the Secretary of State for the Colonies.

1. That your memorialists are natives of Rupert's Land, North America, entrusted with the duty of presenting the accompanying petition from their fellow countrymen, the Indians and half-breeds residing in and near the colony of the Red River, praying for the redress of certain grievances.

That from the harsh administration of the Hudson's Bay Company, discontent and misery prevail amongst the natives of Rupert's Land to an unparalleled extent, and your memorialists are most anxious that Her Majesty's Government should, as early as possible, inquire into the condition of the unfortunate people who are compelled to appeal to their Sovereign for protection against the ruinous effects and consequences of the monopoly which the Hudson's Bay Company have so long enjoyed under a charter that, according to some of the highest legal

REPORT on the Memorial, &c. &c. &c.

Encl. in No. 8.

1. It is proper to observe in the outset, that there is an ambiguity calculated to mislead in the term "natives," as used in this memorial, which is sometimes employed to denote half-breeds, or persons of mixed race, and sometimes the Indians or aboriginal inhabitants; in the Report it is applied exclusively to the latter.

That discontent and misery prevail to an unparalleled extent among the natives of Rupert's Land, is an assertion wholly destitute of truth. The natives have never in any part of that extensive territory manifested symptoms of discontent; on the contrary, they entertain the most cordial feelings towards the Company, whom they regard as their benefactors, and without whose assistance they know that they would be deprived not only of many comforts which they now enjoy, but of the means of sustaining life. (*a*) Some

(*a*) Appendix, No. 3, 5, 12, 13, 14, 16, 17.

Memorial—*continued.*

legal authorities, has long since lost its force. Your memorialists trusting that a wise and paternal Government, distinguished by its attachment to a liberal policy, and the principles of commercial freedom, will not suffer to pass unheeded the prayers of an oppressed and injured race, proceed to lay before your Lordship the grievances which gave rise to the accompanying petition, and humbly solicit your earnest attention to the same.

(*b*) Appendix, Nos. 1 & 25.

2. They complain in the first instance that by the practice of exclusive trading with the natives, which the Hudson's Bay Company assert is secured to them by a Royal charter, that Company has for nearly the last 200 years, to the utter impoverishment, if not the ruin of the natives, amassed a princely revenue, which, as your memorialists believe, now amounts to nearly a quarter of a million sterling per annum.

(*c*) *See* No. 20 (*c*.)

3. Though one of the leading objects contemplated by the incorporation of the Company was the introduction of Christianity among the Indians, and the securing a due provision for their moral and religious improvement, little or none of the vast sums the Company has been permitted to accumulate, has been devoted to such purposes.

4. That, on the contrary, with a view of keeping the natives in a state of utter dependence, and perpetuating the wandering and precarious life of the hunter, on which they erroneously consider the existence of the fur trade to depend, they have permitted generation after generation of the helpless race consigned to their care to pass their lives in the darkest heathenism. There is not at present, nor, as your memorialists confidently believe, has there been a single Indian school, church or other establishment for religious and general instruction established by the Company throughout the whole of their extensive territories. What little has been done for the religious and moral improvement of the natives, is wholly due to the persevering exertions of the Church Missionary Society, and since the year 1839, of the Wesleyan Society of London. The Church Missionary Society receives no assistance whatever from the Company, and owing to the heavy expenses attending the establishment of Indian missions, its operations are necessarily very circumscribed. What assistance the Wesleyan missionaries receive from the Company, if indeed they receive any, your memorialists are not prepared to say.

(*d*) Appendix, No. 8.

Report—*continued.*

Some of the half-breeds of Red River Settlement are discontented with the measures which the Company have found it necessary to adopt for the purpose of protecting their own interests, and also those of the colony. But their discontent is groundless, as with even moderate industry, they have within their reach more of the comforts of life than are enjoyed by persons of their station in almost any part of the world (*b*).

This is not the place to discuss the merits of the Company's charter, the validity of which is unquestionable, and as to their exclusive privilege of trade (improperly called a monopoly), it has been sufficiently proved by dear-bought experience, that without such privilege the natives would be exposed to great moral degradation and physical suffering.

2. This unfortunately is far from being a true statement of the Company's revenue; the revenue which they derive from the trade enables them to divide 40,000*l.* per annum on a capital of 400,000*l.* (*c*) with an occasional bonus, which together do not exceed the ordinary rate of mercantile profit.

3. Both these statements are untrue. There is no allusion in the Company's charter to the introduction of Christianity among the Indians, or to their moral and religious improvement. Its sole objects were trade, and the discovery of a North-west passage. But though the Company's charter does not oblige them to provide for those objects, they have not neglected them, and the provision so made occasions them a very considerable annual expense.

4. The Company entertain no such absurd views as those here attributed to them. They consider their own interests inseparably connected with those of the natives (*d*), and it is their anxious desire that the inhabitants of their territories should enjoy the blessings of fixed habitations, and a settled mode of life, without which little progress in civilization can be expected. It would be of great advantage to the Company if the natives could be induced to cultivate the ground, and to depend upon that resource for their subsistence, because they would thus be enabled to pursue the chace with much more effect during the winter, the season of hunting. But though several attempts have been made to break them into the employments of agriculture in the parts of the territory most suitable to that purpose, those experiments have not been so successful as could have been wished; nor will this result surprise those who know how difficult it is to overcome the instinctive repugnance of the North American Indians to any employment requiring the application of steady and persevering industry.

The distinction which the memorialists draw between what the Company do themselves,

Memorial—*continued.*

Report—*continued.*

selves, and what they do through others, though verbally correct, conveys a substantial misrepresentation. In instructing the natives, and in conducting their own business, the Company adopt one uniform rule, namely, that of employing the instruments fittest for their purpose; and on this principle they have employed the agency of the Church Missionary Society (*e*), and Wesleyan Missionary Society for the conversion of the natives, and of a Roman Catholic Missionary Society for the religious instruction of that portion of the mixed race who, being of French descent, have been brought up in the faith of the Church of Rome.

(*e*) Appendix, Nos. 1, 2, 26.

From near the Rocky Mountains in the west to Rupert's River in the east, wherever the peculiar circumstances of the country would permit, and there appeared a fair prospect that missionary labours would be attended with success (*f*), there at some central point from which various parts of the surrounding district could be visited, a missionary has been placed, and, where practicable, a school established and a chapel erected. Those establishments are necessarily few, because as each of them must be considered the nucleus of a future village or settlement, no locality can properly be selected for such a purpose that does not possess resources available for the progressive enlargement of the establishment, and, unfortunately, such localities are far from numerous in Rupert's Land. In the greater part of the territory the few natives whom it maintains are scattered in single families over an immense extent of surface, and the means of subsistence are so deficient, that to collect the inhabitants together in any numbers would be to expose them to certain death from starvation; the Company therefore feel it incumbent on them to take care that in attempting to remedy one evil they do not create another and a greater evil.

(*f*) Appendix, Nos. 1, 20, 21, 22, 27, 28.

The Company bear willing testimony to the zeal and perseverance of the Church Missionary Society, but their services are not gratuitous, as stated in the memorial; all the societies that send missionaries to the Company's territories receive assistance from them; the Wesleyan missionaries are maintained and provided with the means of conveyance from place to place at the Company's expense.

The inhabitants of Red River settlement amount to somewhat more than 5,000; of these rather more than half profess the Roman Catholic religion, and are under the spiritual charge of a bishop assisted by several priests; there are four Roman Catholic schools, four Protestant churches and nine Protestant schools (*g*), attended by nearly 500 scholars, at one of which, it may be remarked, three of the memorialists were educated.

(*g*) Appendix, No. 28.

It is not correct to say that the Indians have been consigned to the care of the Company; they stand in no nearer relation to the Company than the aborigines of other colonies do to the British Government; and it may not perhaps be considered unreasonable to call upon the memorialists who are so ready to depreciate the efforts made by the Hudson's Bay Company, under every disadvantage, for the civilization of the natives of Rupert's Land, to show that greater efforts have been made for the same purpose in other colonies, even under the most favourable circumstances of soil, climate and native habits; were such a comparison instituted, the Company would have no reason to fear the result.

5. The other objects for which the charter was granted, namely, for improving the country by opening up its mineral and agricultural resources, and facilitating the means of internal navigation and transport, so as to fit it for a future colony, have been equally overlooked, with the like views of adding to the aggrandizement of the Company.

5. The charter, as has been already stated in No. 3, had no such objects as those here referred to; and if it had, some of them at least could not be effected by reason of the obstacles which nature has opposed to their accomplishment.

The spot best adapted to the purpose of agriculture in all the Company's territories is, where the settlement has been formed at the confluence of the Assiniboine and Red Rivers (*h*), and that is 700 miles from the nearest port, which is ice-bound nine months out of the twelve. The only medium of transport that the country ever can afford is that which is now in use, namely, the lakes and rivers with which it abounds.

(*h*) Appendix, Nos. 1 & 25.

How the neglect of such improvements should add to the aggrandizement of the Company does not readily appear. The Company are of opinion that if they were practicable they would tend greatly to their advantage.

6. That

6. To

Memorial—*continued.*

6. That the Company, after having entered into a solemn obligation with the British Government, to discontinue the supply of spirituous liquors to the Indians, and after having actually abolished the trade in ardent spirits in some districts, for obvious purposes, for the first few years before and after the renewal of their last licence, have again introduced the deadly and demoralizing poison; thus undoing the slight amount of good which the missionaries were beginning to effect, and interposing the greatest obstacle to their future success.

Report—*continued.*

6. To the charge that the Company have resumed the trade in spirituous liquors with the Indians, and the insinuations which accompany it, the Company give the most indignant denial. The very terms in which the charge is couched, afford a striking instance of that recklessness of assertion which pervades the memorial. The Company never entered into any obligation with the British Government to discontinue trading in ardent spirits with the natives of Rupert's Land, previously to their obtaining a renewal of their licence, the obligation of which extends only to the country situated to the north and west of their own territories: nevertheless, they have abolished the trade over both regions; and, if any thing were needed to prove their sincerity in this matter, they might appeal to the fact, that by their influence, the settlers at the Wallamet, and the Russians at Sitka have been prevailed upon to adopt the same course (*i*).

(*i*) Appendix, Nos. 7, 9. Report, No. 20 (*b*.)

At a few of the Company's posts near Red River, small quantities of spirits are occasionally given as presents to the natives who frequent those posts. The Company have been compelled to adopt this expedient in self-defence, there being no alternative but to surrender the trade in that quarter entirely to American interlopers and their confederates—the leaders of the half-breeds at Red River settlement, who barter spirits for furs in their clandestine dealings with the natives. This is an example of the effects of competition, and it may serve to convey an idea, though a very imperfect one, of what would result were the whole of the Company's territories equally accessible to adventurers of every description (*k*), having no stake in the country, and outbidding one another in the scramble for furs. Rum would become the universal medium of exchange with the natives, and the most liberal distributor would carry off the prize.

(*k*) Appendix, No. 2.

7. That owing to the numerous hunting excursions which the demands of the fur trade render necessary, and to the great slaughter of animals consequent thereon, the only present resources of the country have been gradually diminishing to such an extent, that the larger part of the native population can no longer find the means of supporting life from the produce of the chase, or the natural productions of the soil.

(*l*) Appendix, No. 7.

7. If the present resources of the country are diminishing, it is not by the demands of the fur trade, but by the wanton destruction of animal life, which, great as it is, would be still greater were it not checked by the influence of the Company's officers and servants; and were it true that the larger portion of the native population can no longer find subsistence, their numbers would diminish; whereas, according to the best information that can be obtained, they are said to be increasing (*m*).

(m) Appendix, No. 4.

8. In the more northern parts of the country, from which all missionaries are rigorously excluded, and where the richest furs are obtained, but where the animals which supply the food of man have almost become extinct, as well as in many other districts, the Indians are exposed to the most frightful destitution. Numbers of them die yearly of famine, whilst others, in the extremity of want and despair, are tempted to commit the most revolting crimes to preserve a wretched existence. It is impossible for your Lordship's memorialists adequately to describe the sufferings of the natives who inhabit these portions of the country, arising from the exorbitant prices demanded by the traders for the wretched and almost valueless articles given, in a mockery of exchange, for the richest and most valuable furs.

(*n*) Appendix, No. 12.

8. The Missionaries are not excluded from the more northern parts of the country by the Company, who have no power to prevent their going thither, but by the obvious impossibility of their doing any good if they went.

That some of the natives of those parts are occasionally reduced to great distress, is too true, but this is not so much owing to the scarcity of the means of subsistence, as to the want of foresight and to habits of indolence (*n*); the active hunter being always able to maintain himself. Were it not for the relief afforded by the Company's servants, this distress would be greatly aggravated. Whenever the Company's posts are situated in the poorer parts of the country, provisions are sent thither from districts where there is abundance. The means of subsistence, instead of being exhausted, are thus equalized, and the distribution of the stores so collected often saves the Indians from those extremities of famine which the Memorialists so charitably

Memorial—*continued.*

9. Without tents of any kind to protect them from the severity of an Arctic climate; unable from their migratory pursuits to abide in permanent habitations; half naked, owing to the exorbitant prices demanded for the clothes furnished by the Company, whilst they are at the same time restricted from exchanging the produce of their toil with any other parties; kept constantly in the Company's debt, which they spend their whole lives in an ineffectual effort to clear off; exposed yearly to all the horrors of famine and the attendant crimes of murder and cannibalism, the wretchedness of the people's condition can scarcely admit of addition. The scarcity which prevails in the northern districts is gradually, but surely, extending to the south, and unless the Government of this country interpose its paternal interference to wean the Indians from their present wandering habits, and endeavour to turn their attention to agricultural pursuits, the whole of the northern tribes must, at no distant period, when the resources of the chase shall have failed them, be subjected to all the horrors of a wide-spread famine, from which they never can emerge.

That from the line of conduct pursued by the Company, it does not appear probable to your Lordship's memorialists, that sufficient precaution will be taken by them to avert so overwhelming an evil. Their agents in the country are, for the most part, men of very limited information, and loose moralists; wholly imbued with the mere spirit of trade, few of them are possessed of those generous sympathies and enlarged views which are necessary for undertaking and carrying out any comprehensive scheme of social amelioration; their deity is gold, to obtain which they trample down Christianity and benevolence.

10. That feeling the utter inadequacy of the remuneration for their furs from the Company, many of the more enterprising of the natives have formed a resolution to export their own produce, and import their own supplies, independently of the Company. They argue that, even supposing the charter to be still valid, and that it vests in the Company

Report—*continued.*

charitably impute to the presence of the fur trader (*o*).

The goods supplied to the Indians, instead of being worthless, as the memorialists represent them, are almost entirely articles of the first necessity; and the very moderate profit realized by the Company, is a proof that the prices are not exorbitant (*p*).

(*o*) Appendix, No. 3, 6, 8, 13, 14, 16 & 17.

(*p*) Report, No. 20 (*c*).

9. Migratory pursuits are the essential condition of Indian life in the northern regions, which, if inhabited at all, must be inhabited by hunters and fishers, leading a precarious life, as, owing to the rigour of the climate, no subsistence can be obtained from the soil to the north of the 54th parallel of latitude. It would no doubt be desirable to wean the natives of such a climate from their wandering habits, and transplant them to a more genial region; but has it ever occurred to the memorialists to ask themselves the question, "How this is to be accomplished?" (*q*)

Many of the natives, however, have good leather tents, and all might probably have them if they were industrious (*r*). If they go half naked, it certainly is not owing to the exorbitant prices demanded for the clothes furnished by the Company; and even if they should get some things cheaper than they now do, were the fur trade thrown open (which is not admitted), that would afford but a poor compensation for the evils which competition would assuredly bring in its train, and of which the records of the Colonial Office contain abundant evidence (*s*).

It is very disadvantageous to the Company to supply them with goods on credit, but it is the unavoidable consequence of an improvidence inherent in the Indian nature. It has been found impossible to alter the system without subjecting the natives to great suffering, indeed in many cases to almost certain death. The attempt has been repeatedly made by cancelling their debts (*t*), and paying them in the spring for the produce of their winter hunts; but it has always been found that, in the fall of the year, they must either be supplied with a fresh outfit, or be left without the means either of protecting themselves from the inclemency of the climate, or providing food during the winter.

The attack upon the Company's officers is equally unjust and malignant; there is no class of men who have more frequent calls upon their benevolence, or who answer such calls more readily (*u*). In point of mental and moral cultivation they are, at least equal to those of their own rank in this country; and to say that their deity is gold, to obtain which they trample down Christianity and benevolence, is as gross a calumny as ever was uttered (*x*).

10. The enterprising natives here alluded to, are settlers at Red River, of mixed race; and the Company, who are their best customers, afford them every possible assistance in exporting their produce, and importing their supplies under proper regulations (*y*). But furs, which are no part of their produce, must be excepted. Such furs as they hunt themselves

(*q*) Appendix, No. 12.

(*r*) Appendix, No. 15.

(*s*) Appendix, No. 2.

(*t*) Appendix, No. 7.

(*u*) Appendix, No. 3, 5, 12, 13, 14, 16, 17.

(*x*) Report, No. 17 (*c*) (*d*).

(*y*) Appendix, No. 1, 25.

Memorial—*continued.*

pany an exclusive right of trade to Hudson's Bay against all other traders from Britain, none of its provisions are or can be binding on the natives to trade with the Company exclusively, or can prevent them from carrying their furs or other property out of the country to the best market.

(*z*) *See* Copy of Land Deed.

11. When this course has been adopted, however, the Company's agents have seized the furs of such parties as refused to sell them at the prices fixed by the Company, and in some instances have imprisoned the recusant natives. Against such gross aggressions on the rights and liberties of the natives, your memorialists most vehemently protest. Being unable to obtain redress from the local courts of the country, your memorialists feel entitled to claim the protection of the British Government, and humbly entreat your Lordship to take the case into your kind consideration.

12. It is likewise the painful duty of your Lordship's memorialists to advert to the precarious state of the public peace among the native population, particularly in and about the colony of the Red River. The majority of the Indians and half-breeds in that district depend mainly on the yearly buffalo hunts. The colony itself, verging on the boundary line of the United States, the whole of the hunting-grounds are within the American territories. From these grounds the American Government has warned off the hunters of the Red River in favour of the natives of the plains, who are under its protection, and for this purpose detachments of American troops are stationed throughout the plains to warn off all persons intruding from the British side; but at the same time, proffering them the alternative of becoming American citizens. The Hudson's Bay Company, on the other hand, claim whatever is hunted on the British side of the line, distraining the goods and imprisoning the persons of those who refuse to accede to their prices. Owing to these conflicting claims, the natives, who are the original owners of the soil, have their energies and hopes completely paralyzed, and are doomed to starvation in a land which is their own, both by birth and by descent.

(*a*) *See* Copy of Land Deed at p. 45.

(*b*) Appendix, No. 1, 25.

13. Deeply convinced that the present appalling condition of the native population, their ignorance, their barbarism, and the sufferings and crimes consequent thereon, are ascribable to the present system of misgovernment, and also being fully satisfied that the existing evils would be remedied, and the still more fearful one now pending averted,

(*c*) Appendix, No. 5, 18. Report, No. 17, 20.

Report—*continued.*

themselves are purchased by the Company, but trafficking with the Indians cannot be permitted. Their argument on this point is quite untenable. The circumstance of their being born in the country may entitle them to call themselves natives, but it neither conveys to them any privileges belonging or supposed to belong to the aboriginal inhabitants, nor does it divest them of the character of British subjects, all of whom are precluded by the Company's charter from trafficking in furs within its limits without a license from the Company, and the Red River settlers are additionally bound, by the covenants under which they hold their lands, to abstain from such traffic (*z*).

11. Considerable quantities of furs procured in the Company's territories by illicit traffic, are annually conveyed in a clandestine manner to the United States. In one instance, the offending party was detected and the furs seized, but instead of their being forfeited, as they might lawfully have been, a fair price was paid for them by the agents of the Company; but there is no instance on record of any person having been imprisoned for such an offence, nor are the Company aware that any application for redress in such cases has ever been made to the local Courts.

12. The Company entertain no fears for the preservation of the public peace at Red River Settlement. The settlers have bound themselves to maintain it, and there is every reason to believe that the great majority of them will fulfil their obligations (*a.*) Should any act otherwise, they must take the consequences.

If the Red River hunters trespass on American ground, the American Government may lawfully warn them off, and prevent them from so doing. That, however, ought not to be considered as a misfortune; for if they understood their true interest they would abandon the chase, and apply themselves solely to agriculture, which would abundantly supply them with the means of living comfortably (*b*). They would thus lead a life of less excitement, and their energies and hopes would be directed to more civilizing pursuits.

From the manner in which the memorialists express themselves, it might be supposed that the Company lay claim to the proceeds of the buffalo hunts. No supposition, however, could be more erroneous; and as to the charge of distraining and imprisonment, that has been already disposed of, as far as furs are concerned, as has also the claim of the half-breeds to be considered the original owners of the soil. With respect to buffalo hunting, there has never been any restriction whatever.

13. When the memorialists say that the ignorance and barbarism, the crimes and sufferings of the natives are ascribable to the Hudson's Bay Company (*c*), they make one of those extravagant assertions that carry with them their own refutation. Nothing is more obviously the interest of the Company (supposing them to be swayed by

no

Memorial—*continued.*

averted, by the adoption of a system founded upon more humane and enlightened views; your memorialists most earnestly desire to impress upon your Lordship the solemn and sacred duty of inquiring into the condition of this deeply suffering people, the last remnant of a noble race, before inquiry and remedy prove too late. Hitherto no efforts have been made in their behalf by the Government of this country, to which alone they can properly look for protection and justice. The occasional reports which have from time to time been forwarded to the Government of this country, at least such as have been made public, are destitute of truth, and were evidently framed with a view to mislead the colonial authorities, and avert further inquiry. To show this, we need only request your Lordship's attention to the report of Sir George Simpson,* and beg of you to contrast them with a work published in 1845, intituled, "The Life and Travels of Thomas Simpson, by his brother Alexander." Though both brothers participated in the profits of the monopoly, and must therefore be presumed to be less than impartial witnesses, your Lordship will find that the book (published by Bentley, New Burlington-street,) strongly sustains and corroborates the statements which we have the honour of laying before you.

14. The spirit and tendencies of the Hudson's Bay Company are, for reasons that will readily appear, opposed to the spread of information among the native population, and unfortunately they possess but too many facilities for carrying into effect the short-sighted and pernicious policy by which they have been uniformly guided in their intercourse with the natives. They are without direct or positive accountability to the Legislature of this country, and as regards their operations in the distant region over which they exercise jurisdiction, are practically beyond the reach of public opinion. Their sole aim is avowedly to draw the greatest possible revenue from the country, to attain which the considerations of humanity and religion are overlooked, while, as your Lordship will perceive by the statements now submitted, the lives of the unoffending native race, who for no fault of their own, and for no reason that can be given, are deprived of their inheritance and their natural rights, and thus of the power of helping themselves, are being virtually sacrificed year by year to the same selfish and iniquitous object. What must be the ultimate fate of this unhappy people under such a system, it is as easy to foresee as it is painful to contemplate.

15. Your memorialists feel assured, that upon a due consideration of the statements now brought forward, supported as they are by a weight of testimony which places their accuracy

Report—*continued.*

no higher considerations) than to prevent crime and sufferings, and to promote peace among the natives. This is the course which their servants are uniformly directed to pursue, and which has produced the happiest results (*d*).

(*d*) Appendix, No. 2, 6, 10.

The attempt made to invalidate the testimony of Sir George Simpson will not answer the purpose of the memorialists, nor is the evidence of Mr. Alexander Simpson admissible in this case. That gentleman, at the time when the book referred to was published, was smarting under the rejection of an exorbitant and groundless claim, and stood towards the Company in the relation of a discontented servant. The animus of his publication may be gathered from the facts that he suppressed the most material parts of his correspondence with the Company (*e*), and excluded from the quotations which he made from Mr. Thomas Simpson's work every sentence that spoke favourably of the Company. To Mr. Thomas Simpson's work (which, it may be remarked, had been published previously under the superintendence of Mr. Alexander Simpson), the Company willingly appeal; and some extracts from that work are subjoined to this paper, which so far from corroborating the statements of the memorialists, show them to be without foundation. No man in the Company's service had such opportunities as he enjoyed of becoming acquainted with their management, and none was better able to appreciate its effects.

(*e*) Appendix, No. 1.

14. The Company consider the opinions expressed in this paragraph to be as erroneous as the statements on which they profess to be founded have been found to be. They are of opinion that the policy which they pursue is wise and salutary, and of that policy it is an essential feature that their intercourse with the natives should be marked by a regard to their welfare, from which their own interests are inseparable (*f*). It is not true that their sole aim is avowedly to draw the greatest possible revenue from the country; their views are directed, not to temporary but to permanent objects, and with those views the course which they are represented as pursuing towards the native race would be completely incompatible (*g*).

(*f*) Appendix, No. 8.

(*g*) Report, No. 16, 17, 19, 20, and Appendix, *passim.*

15. What the testimony here alluded to may be, does not appear, as none has yet been adduced, but whatever or wherever it may be, if it place the accuracy of the statements

* *See* the Papers relative to the Hudson's Bay Company, printed by order of The House of Commons, August 1842.

Memorial—*continued.*

accuracy beyond dispute, your Lordship will extend to them that humane and considerate attention to which their great and urgent importance entitle them. What further corroboration may be deemed necessary in support of the above allegations, your memorialists are ready to supply, as well as to suggest such remedies as are calculated to remove the evils complained of; such remedies as a people both willing and able to help themselves, but deprived of the power, alone require to restore to them the blessings of peace and prosperity, and render them happy, contented and grateful subjects.

Report—*continued.*

ments beyond dispute, further corroboration would seem to be unnecessary.

The people who are described as being able, but not having the power to help themselves, are the Red River half-breeds, whose peace and prosperity, as far as the Company know, have never been interrupted. If they have any grievances to complain of, and remedies to propose, due consideration will be given to them.

It remains to notice a letter of Mr. A. K. Isbister, one of the memorialists, dated March 5, and the documents accompanying it, which were transmitted, with Mr. Under-Secretary Hawes's letter of 18th March, * from the Colonial Office.

* *Vide* p. 20.

It is the professed object of the writer of the letter to contrast certain statements respecting the Hudson's Bay Company, made by Sir J. H. Pelly and Sir George Simpson, with the statements of two other persons, with the view of showing that the former are altogether unworthy of credit.

The authorities brought forward for this purpose, are Mr. Alexander Simpson and the Rev. Herbert Beaver, chaplain at Fort Vancouver about 10 years ago.

As regards the value of Mr. Simpson's testimony, it is unnecessary to add anything to what has been stated under No. 13.

Mr. Beaver labours under a similar disability as a witness in this case. That gentleman was sent to Fort Vancouver to act as chaplain at the establishment there, and to itinerate as a missionary among the neighbouring tribes of Indians; but it was soon discovered that an unfortunate selection had been made. Instead of practising that self-denial which must ever be the distinguishing characteristic of a properly qualified missionary, Mr. Beaver could not put up with any curtailment of the comforts and conveniences which he had been accustomed to enjoy in England; the consequence was, that he soon became dissatisfied with everything and everybody. Before he had been two months at Fort Vancouver, he quarrelled with the chief superintendent of the establishment, and after two years of contention, quitted his post and returned to England, leaving the objects for which he had been appointed, in a great measure, unaccomplished. The Directors were then obliged to dispense with his further services, and he parted with the Company a disappointed and discontented man.

After his return to this country, he published, in a periodical work, some statements in which a spirit of resentment is much more conspicuous than a regard to truth. The same remark applies, in a still stronger degree, to the statements contained in his letter to the Aborigines Society, of the existence of which the Company were not aware until it was transmitted from the Colonial Office. With a recklessness unjustifiable in any man, much more in a clergyman, he has not scrupled, in his eagerness to throw obloquy on the servants of the Company, to attribute to them, on mere hearsay, crimes of which a little inquiry, had it suited his purpose to inquire, would have shown them to be innocent, while all that he describes is so disfigured by exaggerations or omissions, that it is difficult to recognize the transactions to which allusion is made.

See *ante*, p. 13.

For example, the acts described (at page 13) as atrocious murders, were merely acts done in self-defence by a party of the Company's servants, who were wantonly attacked by the natives. That such was the real character of these acts, Mr. Beaver appears to have had some suspicion, from his having entered a caveat against the plea of self-defence being used to justify the killing of a native.

Report, No. 20 (*a*).

The hanging, shooting and burning so circumstantially described in the concluding paragraph of the letter alluded to, which Mr. Beaver states, from good authority, took place in August 1840, when stripped of exaggeration, amounts to this, that an Indian who had murdered one of the Company's servants while asleep, and afterwards robbed him, was given up by his chief, brought to trial, found guilty, and hanged, after confessing the crime.

See *ante*, p. 14.

See *ante*, p. 14.

With this transaction Mr. Beaver has mixed up another which took place in the year 1828, and which, having been mentioned by him before at page 14, is thus made to figure as two distinct acts:—An officer and four men having been treacherously murdered, when asleep, by some natives belonging to a sanguinary tribe on the coast, and a woman carried off, the officer in charge at Fort Vancouver sent a party to demand the delivering up of the murderers and the restoration of the woman, which, being refused, recourse was had to force, and in the encounter which ensued, some of the natives lost their lives, and their huts were set on fire. The example was necessary. Had such a crime been suffered to pass with impunity, the life of no white man would have been safe; but the Company are not aware that, except in one instance (mentioned at page 221 of Thomas Simpson's narrative) the life of an Indian has ever been taken by any of the persons in their employment, unless in self-defence or in punishment for the crime of murder.

With

With respect to the instances of corporal punishment mentioned (at page 15) it is impossible at this distance of time to say what foundation there may have been for Mr. Beaver's statement. That those statements are overcharged, will not appear improbable to those who have marked his habit of exaggeration, or who know the humane character of the gentleman who for so many years conducted the affairs of the Company at Fort Vancouver. The infliction of corporal punishment is strictly forbidden, except in extreme cases, and after mature deliberation. The following are the Company's instructions to their officers on this subject: See *ante*, p. 15.

"When bad men are associated with good, it will be impossible to preserve necessary discipline without having recourse sometimes to corporal punishment; but such punishment should never be inflicted under the influence of passion or caprice; to produce any good effect, it should be administered with coolness, temper and moderation, and at the same time with as much solemnity as circumstances may admit. It is also proper that a record of all punishments, and of the offences which called for them, be in future entered in the journals of officers in charge of stations."

With the exception of the charge that the natives are held in slavery by the Company's servants (which will be noticed hereafter), the only other matter in Mr. Beaver's letter calling for observation in this place is the statement at the bottom of page 18. (13). Report, No. 18. See *ante*, p. 13.

It is not true that the officers in charge either connived at or permitted, much less ordered, the perpetration of the act there mentioned; on the contrary, when it came to his knowledge, he greatly disapproved of it, and marked his disapprobation by reporting it to the Governor and Council of the Northern Department; but the person chiefly concerned in it died before any steps could be taken in the matter.

It is also to be observed, that Mr. Beaver has omitted all allusion to that which provoked, though it could not justify, the act in question, namely, the infamous practices of the wretch subjected to it, who, though frequently driven off, would persist in infesting, in female habiliments, the neighbourhood of the fort where the people where at work.

In order to give undue weight to the statement of Mr. Beaver, Mr. Isbister asserts in one place that "he was an eye-witness to the facts he relates," and in another, that he spoke "from personal knowledge." Now, a very superficial glance at Mr. Beaver's letter will be sufficient to show that almost everything that he relates is not the result of his personal knowledge, but of information received from others; and when it is considered that at such an establishment as that of Fort Vancouver, where it is necessary to keep up discipline among a great number of men, there cannot fail to be some discontented persons ready to supply any demand for grievances, it will not be difficult to estimate the real value of information so obtained.

The tariff which Mr. Isbister exhibits as that used by the Company in trading with the natives, is altogether fallacious; there is no such tariff in use anywhere throughout the territories under the Company's management; a great many of the articles therein enumerated are never given in barter, but are distributed as presents, and the Indians, when not able to purchase necessary articles, are provided with them gratis. Report, No. 20 (*c*). Appendix, No. 7.

Mr. Isbister does not think the Company can claim any merit for the peace and tranquillity which the Indian country has enjoyed since it fell under the exclusive management of the Company, inasmuch as such a state was the natural consequence of their undivided sway. The restoration of peace and tranquillity after the cessation of competition, was not so much a matter of course as he has chosen to represent it. The evils of the system of trading which had previously prevailed, did not cease with the competition, but were long felt in the demoralization which it had produced, and the feuds of which it had been the prolific source among the natives.

Among so many tribes of uncivilized men, the elements of disorder and strife must at all times exist in abundance, which a trifling accident may call into activity. To preserve peace, and to effect reconcilement when peace has been interrupted, are objects of importance, requiring the constant exercise of vigilance and prudence, and which can be accomplished only by the influence of a power having a permanent interest in the maintenance of order, to which the contending parties are accustomed to look up with respect and confidence. Report No. 17 (*a*), 20 (*a*) (*d*).

(In the arrangement of the following extracts, the method adopted in dealing with the Memorial has been pursued. Mr. A. K. Isbister's table of extracts, from publications by Mr. Beaver and Mr. Alexander Simpson, contrasted with the statements of Sir J. H. Pelly and Sir George Simpson, are placed on the left hand, and other extracts corroborating those statements, and disproving those of Messrs. Beaver and Simpson, on the right; and the numbers of the paragraphs follow those of the Memorial consecutively).

STATEMENTS exhibiting the Policy of the Hudson's Bay Company towards the Natives.

Extracts from the Reports of Sir *J. H. Pelly* and Sir *G. Simpson*, Governors of the Hudson's Bay Company, submitted to the British Government on applying for the renewal of the exclusive Licence of the Company in 1837.—Printed by order of the House of Commons, 8 August 1842.

"16. During the competition in trade previous to the year 1821 (when the exclusive management fell into the hands of the Hudson's Bay Company), it was found impossible to take any effectual means towards the civilization or moral and religious improvement of the native population. Since that period the Company have established two Protestant Missions, under the management of the chaplains at Red River settlement, where there are likewise two Catholic Missions and 13 schools.

"It is gratifying to be enabled to say, that the zealous endeavours of our missionaries have been most successful.

"The Hudson's Bay Company have likewise established missions and schools at several of their principal depôts or posts on the Columbia River, west side of the Rocky Mountains, under the management of another of their chaplains." (Mr. Beaver, the only clergyman who ever entered that part of the Company's territories.)—*Report of Sir G. Simpson*, p. 16.

Extracts from the Life of *Thomas Simpson*, by his Brother *Alexander*.—Bentley, New Burlington-street, 1845; and a Letter of Reverend *Herbert Beaver*, relating to the Indians on the North-west Coast of America, to the Aborigines Protection Society (accompanying this).

"16. This extensive field for missionary enterprise was unoccupied until the year 1839, when the attention of the Wesleyan Conference of Canada was directed towards it."—*Simpson's Life and Travels*, p. 432.

"Although the Hudson's Bay Company owes its entire prosperity, nay its very existence to the commerce with the natives of the well-nigh unlimited territory over which it exercises a nearly uncontrolled sway, yet little has hitherto been done by the Company on the east side of the Rocky Mountains, and nothing on the west side, towards advancing in the scale of creation the innumerable tribes of untold rational and immortal beings whose most important destinies have for the last 170 years been placed in its hands."—*Beaver*, p. 16.

STATEMENTS corroborating the Assertions of Sir *J. H. Pelly* and Sir *George Simpson*, and disproving those of Messrs. *Beaver* and *Simpson*.

16. "The Hudson's Bay Company, when they received a licence of exclusive trade from Her Majesty's Government, entered into no engagement to convert the heathen. That is the purpose for which missionary societies are established, and it is their peculiar province.

"All that the Company profess to do (and that is no unimportant service) is to prepare the way for the missionary, and to assist him as far as their means permit in the prosecution of his labours; and they flatter themselves they have not been altogether unsuccessful in the attainment of this object.

"Had the quotation from Mr. Alexander Simpson's publication been completed, it would have run thus:—

"'This extensive field for missionary enterprise was unoccupied until the year 1839, when the attention of the Wesleyan Conference of Canada was directed by Sir George Simpson towards it. Since then, ten or twelve zealous missionaries of that persuasion have been scattered over the wide Indian country, a large field for the exercise of Christian zeal and self-devotion.'

"There were at this time at Red River two Church of England missionaries, four Protestant churches, five Protestant day-schools, containing about 400 children, two seminaries, affording board, lodging and education to 25 young ladies and 30 young gentlemen,* and at the Sunday-schools nearly 300 received religious instruction.† There was also a Roman Catholic Bishop and several priests, and four or five schools for the settlers of that persuasion."—*See Bishop of Montreal's Narrative*, pp. 218, 219.

"The Company's principal chaplain resides at their depôt at Fort Vancouver, on the north side of the Columbia River, where agriculture, rearing of stock and other commercial operations are prosecuted on a great scale. The same enlightened body has of late years liberally assisted American missionaries, employed in instructing the dissolute maritime tribes, and in founding an American colony on the Willamette, a southern tributary of the Columbia; and has since conveyed across the mountains several Canadian priests, who, under the authority of the Bishop, at Red River, are gone to form another British settlement on the shores of Puget's Sound; the nucleus of a future empire in the far West. The case is widely different in the frozen regions of the North; there the Indian hunters are scattered through interminable forests, into which civilization can never penetrate. Since the coalition of the rival companies, however, and the discharge of the noxious swarm of adventurers who, encouraged by the license of a hot opposition, overran and well-nigh ruined the country, the precepts of morality and order have been instilled into the minds of the aborigines by many officers of the Company. No stronger proof of the salutary effect of their injunctions can be adduced than that while peace and decorum mark the general conduct of the northern tribes, bloodshed, rapine and unbridled lust are the characteristics of the fierce hoards of Assiniboines, Pieyans, Blackfeet, Cereces, Fall and Blood Indians, who inhabit the plains between the Saskatchewan and Missouri, and are without the pale of the Company's influence and authority."—*Simpson's Narrative of Discoveries on the North Coast of America*, p. 18.

"On my arrival, I found a school consisting of about 60 scholars, one-third being girls of various ages, from five to fourteen years, which having been under different teachers for some time past, had lately been placed under the management of Mr. John Fisher Robinson; the first and second classes, amounting to 14, read well, write tolerably, and begin to cypher, but have received little religious education, the singing of hymns forming, as I understand, nearly the whole; the other classes are in different stages of progress.

"Through

* This is the School for young gentlemen, at which three of the Memorialists, Messrs. Isbister and Mr. J. M'Leod, were educated.
† Appendix, No. 27.

STATEMENTS exhibiting the Policy of the Hudson's Bay Company towards the Natives—*continued*.

STATEMENTS corroborating the Assertions of Sir *J. H. Pelly*—continued.

"Through your liberality, I have been enabled to supply all persons who want them with bibles, prayer-books and testaments, including the hospital, which I visit several times in the week, and the school with spelling-cards and other elementary books."—*Mr. Beaver's Letter to the Governor and Committee of the Hudson's Bay Company*, 10 *November* 1836.

17. "The employment we afford at these seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with our officers and servants, tends towards their gradual civilization and improvement; and we find our own interests promoted by an equitable and liberal system of trade and management.

"I have no hesitation in saying that the native population of the countries through which the Hudson's Bay Company's business extends, never derived any real benefit from their intercourse with the whites, until the fur trade, because exercised under the existing licence.

"In proof of this, the population of some of the tribes, previous to that time sensibly diminishing, is now increasing.

"On the banks of the Columbia River, we are directing our attention to agriculture on a large scale.

"I have also the satisfaction to say, that the native population are beginning to profit by our example, as many formerly dependent on hunting and fishing, now maintain themselves by the produce of the soil."—*Report of Sir G. Simpson.*

17. "God knows that I speak the conviction of my mind, and may He forgive me if I speak unadvisedly when I state my belief, that the life of an Indian was never yet, by a trapper, put in competition with a beaver skin!"—*Beaver*, p. 19.

"An awful fatality seems to overhang the retiring members of the Company, a punishment for the unprincipled and licentious lives they have led."—*Simpson's Life and Travels*, p. 81.

"It is an observation never more truly exemplified than at the Company's settlements, that wherever the Gospel have been carried among modern heathen nations, there, simultaneously, has vice, before unknown, been imported.

"Assuredly the Indians saw no recommendation of religion in the example of the generality of the Company's servants, with whom its precepts seemed to be in almost total abeyance."—*Ibid.*

17. (*a*) "Thus, I am putting myself, without fear, into the hands of Indians, where, a few years ago, an escort of 50 men was necessary for safety, and shall have to pass places which have been battle-grounds between traders and Indians."—*Journey beyond the Rocky Mountains in* 1835, 1836 *and* 1837, *by the Rev. Samuel Parker*, A. M., p. 31. Chambers' Edition.

(*b*) "The ferocity of the Blackfeet towards the white men, has, however, latterly been much mitigated by intercourse with the traders and out-trapping parties of the Company.

"These act towards them with uniform civility, liberality, and justice, and go openly, and with known authority, and also under responsibility to the Company; not in the sneaking, thieving, bullying and plundering character of the Americans, who can give little, and are disposed to give less, in the way of trade, but cheat and plunder as much as they can, and are not under any control. Mr. Townsend (an American writer), speaking of a trapping party in the service of the Company, and under the command of Mr. M'Kay, consisting of 30 men, Indians, French Canadians and half breeds, observes: 'I admire the order, decorum and strict subordination which exist amongst his men, so different from what I have been accustomed to see in parties composed of Americans; steady, determined perseverance and bold measures, aided by a rigid self-example, made them as clay in his hand, and has finally reduced them to their present admirable condition.'"—*History of the Oregon Territory, by John Dunn*, p. 323.

(*c*) "The gentlemen belonging to the Hudson's Bay Company deserve commendation for their gentle treatment of the Indians, by which they have obtained their friendship and confidence, and also for the efforts which some few of them have made to instruct those about them in the first principles of our holy religion, especially in regard to equity, humanity and morality.

"This Company is of long standing; they have originated a vast trade, which they are anxious to preserve; and therefore, they consult the prosperity of the Indians as intimately connected with their own. I have not been informed as yet of a single instance of any Indian being wantonly killed by the men belonging to this Company; nor have I heard any boasting among them of the satisfaction taken in killing or abusing Indians, too frequently observable elsewhere."—*Journey beyond the Rocky Mountains in* 1835, 1836 *and* 1837, *by the Rev. Samuel Parker*, A.M., p. 31. Chambers' Edition.

(*d*) "An opinion has gone abroad, I do not know how, that at this post there is a total disregard of morality and religion, and that vice predominates. As far as my observations went, I feel myself obliged to state, that everything seems to prove the contrary, and to bear testimony that the officers of the Company are exerting themselves to check vice, and encourage morality and religion, in a very marked manner, and that I saw no instance in which vice was tolerated in any degree. I have, indeed, reason to believe, from the discipline and the example of the superiors, that the whole establishment is a pattern of good order and correct deportment.

"This remark not only extends to this establishment, but, as far as our opportunities went (and all but two of their posts were visited), the same good order prevails throughout the country. Wherever the operations of the Company extend, they have opened the way to future emigration, provided the means necessary for the success of emigrants, and rendered its peaceful occupation an easy and cheap task."—*Commodore Wilkes' Narrative of the United States' Exploring Expedition*, Vol. 4, p. 232.

(*e*) "In addition to these, there are extensive kitchens and apartments for the half-breed and Indian children that the Company have taken to bring up and educate. Of these there are now 23 boys and 15 girls, who claim the particular attention of Dr. M'Loughlin and Mr. Douglas. A teacher is employed for the boys, who superintends them, not only in school, but in the field and garden.

"During my stay, an examination took place, and although the pupils did not prove very expert at their reading and writing, yet we had sufficient evidence that they had made some improvement, and were in a fair way to acquire the rudiments; some allowance was to be made for the boys, who had been constantly in the field under their teacher for a few months past. Dr. M'Loughlin estimated the labour of four of these small boys as equal to that of a man. It was an interesting sight to see these poor little cast-away fellows of all shades of colour, from the pure Indian to that of the white, thus snatched away from the vices and idleness of the savage.

They

STATEMENTS exhibiting the Policy of the Hudson's Bay Company towards the Natives—*continued.*

STATEMENTS corroborating the Assertions of Sir *J. H. Pelly*—continued.

They all speak both English and French; they are also instructed in religious exercises, in which I thought they appeared more proficient than in their other studies. These they are instructed in on Sunday, on which day they attend Divine worship twice.

"They are a ruddy set of boys, and when at work had a busy appearance; they had planted and reared 600 bushels of potatoes; and from what Dr. M'Loughlin said to me, fully maintain themselves.

"The girls are equally well cared for, and are taught by a female, with whom they live and work."—*Commodore Wilkes' Narrative of the United States' Exploring Expedition*, Vol. 4.

18.

18. "One great cause of the immorality at the place where I was stationed, and a consequent barrier to the improvement and conversion of the Indians, was the holding of some of them in a state of slavery by persons of all classes in the Company's service, and by those who have retired from it and become settlers on the rivers Willamette and Cowlitz, but over whom the Company retain authority. The women themselves, who were living with the lower class of the Company's servants, were much in the condition of slaves, being purchased of their Indian proprietors or relations, and not unfrequently sold amongst each other by their purchasers."—*Beaver*, p. 18.

18. Unfortunately for the interests of humanity, slavery exists to a great extent among the native tribes on the North-west Coast; but no servant of the Hudson's Bay Company ever was the owner of a slave. Connexions are sometimes formed between persons in the Company's service and native women who own slaves, but the slaves continue the property of those women; and it is presumed that whatever influence the men acquire over the owners, is used to mitigate the lot of the unhappy beings who are held in bondage. To prevent such connexions is impossible, but the Company have directed that they shall be discouraged by every practicable means, as will appear from the following extract from their letter to the officer in charge at Fort Vancouver, under date 15th November 1837:

"We were in hopes you would ere now have been successful in your endeavour to put an end to the inhuman and disgraceful traffic in slaves among the Indians frequenting the establishments. We are exceedingly anxious for the accomplishment of this object, and that the condition of that much oppressed and injured race, whose sufferings at times are shocking to humanity, should be ameliorated.

"We are aware that many of the native Indian women, the wives of our servants, still retain the slaves they brought with them from their respective tribes. We have to desire that your best endeavours be used to obtain the emancipation of those slaves.

"In cases where the Company, or the gentlemen in the service, have obtained the liberation of slaves by purchase, and that, after their emancipation, they remain in their employ, it is necessary and proper they should enter into a written contract of servitude, at fixed wages (the amount of wages to be, of course, regulated by the value of their services); and all such persons must not only be virtually released from slavery, but even the term 'slave' must on no consideration or account be applied to any inmate or resident at any of the Company's establishments."

19. "At the Red River and Columbia schools, Indian children are educated, belonging to many of the distant tribes. We are using our utmost endeavours in every other part of the country, where the climate and soil admit of it, to collect the Indians into villages and direct their attention to agriculture, as the first step towards civilization. —*Report of Sir G. Simpson.*

19. "My earnest representations to the Company, for an immediate attempt at the introduction of civilization and Christianity among one or more of the aboriginal tribes, were neither attended to nor acted on. I also became acquainted with many facts of the cruelty and murder committed upon the natives by persons in the Company's service, some of which I narrated by letter to the Deputy-governor of the Company at home, and to the Governor of the Company's foreign possessions, in the hope that a stop might be put to the recurrence of these horrible atrocities, but from both I incurred a rebuke for my undue interference in matters which did not professionally concern me."—*Beaver.*

This remarkable letter amply deserves perusal *in extenso.*

It details several atrocious murders committed by servants of the Company, and the equally unjustifiable acts of that body, in hanging Indian offenders without trial of any kind.

19. One of the objects for which Mr. Beaver was sent out, was to attempt to introduce civilization and Christianity among the tribes in the neighbourhood of Fort Vancouver; and had he complied with the instructions given him, that object would, to a certain extent, have been attained; but he took no pains to qualify himself for communicating with the natives in their own language.

It is a great misrepresentation to say that his representations were not attended to. Some of his suggestions were attended to, but he did not wait to see them adopted. In his last letter, dated 27th March 1837, he announces his intention of returning, though "before he can receive replies to his various representations."

He never received any rebuke for narrating "horrible atrocities," but regret was very gently expressed that his attention should have been so much occupied with frivolous complaints about his discomforts, and matters which did not lie within his province.

"Relative to the instruction to be imparted to the neighbouring Indians, I can, of course, at present say but little; their numbers have been of late years much thinned by disease. Their tribes are numerous, much scattered, and speak different languages.

"There is, however, one language, the Chinook, which is partially understood by nearly the whole; but I much fear, were I even to become master of this language, which would be

STATEMENTS exhibiting the Policy of the Hudson's Bay Company towards the Natives—*continued.*

STATEMENTS corroborating the Assertions of Sir *J. H. Pelly*—continued.

be no very difficult task, as far, at least, as foreigners usually understand it, that it is too defective for the conveyance of Christian ideas.

"It appears, then, that the good to be done amongst them must be chiefly, if not wholly, confined to the children; but even these could not attend a school for the purpose of learning English, unless they were entirely maintained at our expense, the mode of life of the parents being too migratory and erratic to permit the constant attendance of a stationary clergyman.

"Notwithstanding these impediments, I shall not lose sight of your wishes on this subject.

"Contemplating the adoption of several measures for the renovation of the people here generally, yet, as they may not prove feasible, I forbear to trouble you with a detail of them; they must mainly depend upon the sanction and support of the head of this establishment."—*Mr. Beaver's Letter to the Governor and Committee, dated* 10 *November* 1836.

"Nearly 200 of the Klickatack tribe of Indians have congregated for agricultural purposes on a large plain, about 14 miles distant from the fort, during the last summer, when I have paid them several visits; on one of which, with the assistance of a youth who accompanied me, I vaccinated about 120 of them, the rest having undergone the operation at the hands of your medical officer. Their language is quite different from Chinook, and, I think, of easier acquisition, being less guttural and more harmonious; neither are their habits, in consequence of their not dwelling on the banks of the river, so depraved as those of that other tribe. They live principally by hunting, and on wild roots; their first attempt at cultivation being made this year, with potatoes, Indian corn and peas, furnished to them by chief-factor M'Loughlin; having no place in which to store it, they have brought hither several bushels of the last-named produce to be reserved for seed till next year.

"Their little gardens are well fenced, and altogether do them great credit; indeed, I was surprised at the regularity and cleanness of the potato rows, and I cannot help thinking that much good might be done among them by encouraging their praiseworthy efforts, in continuing a supply of various seeds and in providing them with a few agricultural implements, particularly a plough and a harrow, which they already possess horses to draw."—*Letter from Mr. Beaver, dated* 10 *October* 1837.

"It is to be regretted that American missionaries are so much encouraged here, for, independently of their motives, it is to be feared, that when they or their followers become numerous, the interests of the Company will be undermined; besides, they cost the latter no little expense. The bill of those who were lately here, for goods furnished out of the store and made by the tradesmen, many of whom were employed for a considerable time in working for them, amounted to nearly 400 *l.*, as I am told. This may be paid, but a considerable time must elapse first. Added to this, two of the Company's servants were sent away with them to assist in erecting their new establishment. I mention this to show that servants are not, or at least ought not to be, scarce, although persons in the Company's employ, who have always been accustomed to the use of them, cannot procure them. Indeed it is very evident that we, who have a right to accommodation, are unable to obtain it, while upon those who have no such right, favours of all descriptions are heaped. There was a missionary here of the name of "Parker," for nearly a year; he arrived at Oahu in the Columbia the day before ourselves, and spoke in no very respectful terms of an establishment where he had received many substantial marks of hospitality more than board and lodging."—*Letter to Mr. Harrison, Deputy-governor Hudson's Bay Company, from Mr. Beaver, dated Fort Vancouver,* 10 *November* 1836.

"Monday, April 11.—Having made arrangements to leave this place on the 14th, I called upon the chief clerk for my bill; he said the Company had made no bill against me, but felt a pleasure in gratuitously conferring all they had done for the benefit of the object in which I was engaged. In justice to my own feelings, and in gratitude to the honourable Company, I would bear testimony to their uniform politeness and generosity; and while I do this, I would express my anxiety for their salvation, and that they be rewarded in spiritual blessings. In addition to the civilities I had received as a guest, I had drawn upon their store for clothing and goods to pay my Indians whom I had employed to convey me in canoes in my various journeyings for hundreds of miles; to pay my guides and interpreters; and I had also drawn upon their provision store for the support of these men while in my employ.—*Journey beyond the Rocky Mountains in* 1835, 1836 *and* 1837, *by the Rev. Samuel Parker,* A.M., p. 57. Chambers' Edition.

PROFITS of the TRADE, &c.

20. "The employment we afford at those seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with our officers and servants, tends towards their gradual civilization and improvement, and we find our own interests promoted by an equitable and liberal system of trade and management."—*Reports,* p. 16.

"The principal benefit the Company derive from the exclusive licence of trade, is the peaceable occupation

20. "The prices paid to the natives for their furs, are, in general, exceedingly small. Throughout the whole of the protected territories, the value of goods bartered for furs is certainly under one-twentieth of the value of these furs in England.

"In one year the gross value of the furs traded by the Company amounted to 211,000 *l.*, and the net profits for that year were declared at 119,000 *l.*"—*Simpson's Life, &c.,* p. 428.

"With respect to the furs of that

20. (*a.*) "The Indians of this region even now make war upon each other on the most trivial occasion, and for the most part to satisfy individual revenge. The Hudson's Bay Company's officers possess and exert a most salutary influence, endeavouring to preserve peace at all hazards. It is now quite safe for a white man to pass in any direction through the part of the country where their posts are; and in case of accident to any white settler, a war party is at once organized, and the offender is hunted up. About a year previous to our arrival, an Indian was executed at Astoria for the murder of a white man, whom he had found asleep, killed, and stolen his property. He was then taken,

STATEMENTS exhibiting the Policy of the Hudson's Bay Company towards the Natives—*continued.*

occupation of their own proper territory, from which they draw nearly the whole of the profits of their trade, and for the protection of which they have a right to look to Government in common with the rest of Her Majesty's subjects, as the trade of the country embraced in the Royal licence is, as yet, of very little benefit to them, and affords greater advantages to the mother country in the employment of shipping, &c."—*Reports*, p. 26.

that country, to rob their lawful owners of them by taking possession of them, either with no payment or a most inadequate one, is surely not a legitimate method of teaching him their proper use and value. Of articles bartered by the Company for peltry and other native produce, one-half may be classed as useless; one quarter as pernicious (ardent spirits); and the remainder as of doubtful utility."—*Beaver*, p. 20.

STATEMENTS corroborating the Assertions of Sir *J. H. Pelly*—continued.

taken, tried, found guilty, and executed in the presence of most of the settlers. The culprit was a slave, and it was some time before the chief to whom he belonged would give him up. It was proved on the trial, and through the confession of the slave, that he had stolen the property and committed the murder by order of his master, who took all the stolen goods. The master made his escape when he found his agency had been discovered, and I understand that he kept himself aloof from all the Company's posts until the matter should be forgotten." —*Commodore Wilkes' Narrative of the United States' Exploring Expedition*, Vol. 4, p. 323.

(*b*) "In this way, however, order and decorum are preserved, together with steady habits, for few can in any way long withstand this silent influence. The consequence is, that few communities are to be found more well-behaved and orderly than that which is formed of the persons who have retired from the Company's service. That this power, exercised by the officers of the Company, is much complained of, I am aware, but I am satisfied that, as far as the morals of the settlers and servants are concerned, it is used for good purposes. For instance, the use of spirits is almost entirely done away with. Dr. M'Loughlin has acted in a highly praiseworthy manner in this particular. Large quantities of spirituous liquors are now stored in the magazines at Vancouver, which the Company have refused to make an article of trade, and none is now used by them in the territory for that purpose. They have found this rule highly beneficial to their business in several respects; more furs are taken in consequence of those who are engaged having fewer inducements to err; the Indians are found to be less quarrelsome, and pursue the chase more constantly; and the settlers, as far as I could hear, have been uniformly prosperous.

"In order to show the course of the Company upon this subject, I will mention one circumstance. The brig 'Thomas H. Perkins' arrived here with a large quantity of rum on board, with other goods. Dr. M'Loughlin, on hearing of this, made overtures immediately for the purchase of the whole cargo, in order to get possession of the whiskey or rum, and succeeded. The doctor mentioned to me, that the liquor was now in store, and would not be sold in the country; and added, that the only object he had in buying the cargo was to prevent the use of the rum, and to sustain the temperance cause."—*Commodore Wilkes' Narrative*, Vol. 4, p. 330.

(*c*) "The mode in which their trade is carried on, will give some idea of the system pursued by the Company. All the imported goods are divided into three classes; viz. articles of gratuity, those of trade, and those intended to pay for small services, labour and provisions. The first consists of knives and tobacco; the second, of blankets, guns, cloth, powder and shot; the third, of shirts, handkerchiefs, ribands, beads, &c.

"These articles are bartered at seemingly great profits, and many persons imagine that large gain must be the result from the Indian trade; but this is seldom the case. The Indians and settlers understand well the worth of each article, and are not inclined to give for it more than its real value, besides getting a present or 'potlatch' to boot."—*Ibid.*, p. 332.

(*d*) "The Hudson's Bay Company, it cannot be doubted, exercises almost absolute sway over the whole of the North-west of America, and, it may be averred, also over the Oregon country. Their power is the only civilized power known to the Indians which they show any disposition to yield to, or even respect. Independently of the vast and complex machinery of internal and coasting commerce, which they have set to work throughout those almost boundless tracts—a machinery reduced to the most perfect and unerring regularity—and independently of the sway which their numerous servants, scattered far and wide, and intermingling with the natives, can give the Company, the strict honesty of their dealings (for they are now become too powerful and too wealthy to be placed under any necessity of practising either fraud or oppression to carry on their trade, and too humane and prudent to resort to these vile American expedients), and their humane endeavours to lift, as far as lies within their individual scope, the natives, from their prostration and ignorance to the rank of Christianized and civilized men, endeavours which the natives are sagacious enough to perceive, and honest enough to acknowledge (speaking generally), have struck the roots of their power deep into the hearts of the aborigines."—*Dunn's History of the Oregon Territory*, p. 349.

APPENDIX.

No. 1.*

IT would be foreign to my purpose to enter into a lengthened description of this isolated colony; I shall merely bestow upon it a cursory glance, to give the reader some faint idea of its peculiar character. Situated under the 50th degree of north latitude, and 97th of west longitude, at an elevation of 800 or 900 feet above the sea, and stretching for upwards of 50 miles along the wooded borders of the Red and Assiniboine rivers, which flow through a level country of vast extent, it possesses a salubrious climate and a fertile soil; but

* This is the passage referred to in the Report under (No. 13), in quoting which, Mr. Alexander Simpson has omitted all that is here enclosed within brackets.

but summer frosts, generated by undrained marshes, sometimes blast the hopes of the husbandman, and the extremes of abundance and want are experienced by an improvident people. Horses, horned cattle, hogs and poultry are exceedingly numerous. [Sheep have been brought by the Company, at great expense from England and the United States, and are reared with success.] Wheat, barley, oats, potatoes, turnips, and most of the ordinary culinary vegetables, thrive well. Pumpkins, melons and cucumbers come to maturity in the open air in favourable seasons. Maize, peas and beans have not been extensively cultivated; hops grow luxuriantly; flax and hemp are poor and stunted; orchards are as yet unknown.

The banks of the rivers are cultivated to the width of from a quarter to half a mile. All the back level country remains in its original state, a vast natural pasture, covered for the greater part of the year with cattle, and also furnishing the inhabitants with a sufficiency of coarse hay for the support of their herds during the winter. The length of this severe season exceeds five months, the rivers usually freezing in November and opening in April, when there is a fine sturgeon fishery; but Lake Winipeg, the grand receptacle of the river waters, does not break up till the close of May. Two decked vessels ply on this lake during the summer, between the colony and the entrepôt of Norway House, situate at its northern extremity, where the river navigation to Hudson's Bay commences. The most common sorts of wood are oak, elm, poplar and maple; pines are likewise found towards Lake Winipeg. Firewood is rafted down the rivers, from above the limits of the colony during the summer, or transported on sledges when the snow falls; but as this essential article is now through waste and neglect, growing less plentiful, many of the inhabitants have provided themselves with cast-iron stoves, which occasion a much less consumption of fuel. The two principal churches, Protestant and Roman Catholic, the gaol, the Company's chief buildings, the Bishop's residence, and the houses of some retired officers of the fur trade, are built of stone, which is brought from a considerable distance. The generality of the settlers dwell in frame or log houses, roofed with wooden slabs, bark or shingles, and for the most part whitewashed or painted externally. Not a man, however mean or idle, but possesses a horse; and they vie in gay carioles, harness, saddles and fine clothes. A great abundance of English goods is imported, both by the Company and by individuals, in the Company's annual ships to York Factory, and disposed of in the colony at moderate prices. Labour is dear, and produce of all kinds sells at a higher rate than could be expected in such a secluded place.

[Governor Simpson has long endeavoured by arguments and rewards to excite an exportation to England of hides, tallow, flax, hemp and wool, for the benefit of the settlers, but with little success.] The bulky nature of such exports, a long and dangerous navigation to Hudson's Bay, but, above all, the roving and indolent habits of the half-breed race, who form the mass of the population, and love the chase of the buffalo better than the drudgery of agriculture or regular industry, seem to preclude the probability of this colony rising to commercial importance.* The currency of the place consists in the Company's notes, with a smaller amount of silver and copper coin. Fifteen wind and three water mills grind the wheat and prepare the malt of the inhabitants, who use neither barley nor oats in bread. Of all these mills, two only have been erected by a Roman Catholic, a gentleman in the Company's pay as warden of the plains; the rest are in the hands of the Protestants, who constitute but two-fifths of the population. It may be remarked, that while not a few of the children by native women of the Company's retired European servants, who are chiefly Orkneymen, inherit the plodding careful disposition of their fathers, the half-breed descendants of the French Canadians are, with rare exceptions, characterised by the paternal levity and extravagance superadded to the uncontrollable passions of the Indian blood. Many of the industrious Scotch, who first planted the colony in 1811, under the auspices of the late Earl of Selkirk, have saved handsome sums of money, besides rearing large families in rustic plenty. A considerable portion of this valuable class, however, dreading the predominance and violence of the half-breeds, with whom they have avoided intermarrying, have converted their property into money, and removed to the United States.

[Besides extensive purchases of grain and provisions for their transport and other service, the Company annually expends large sums at Red River in various works of public utility, such as experimental farming, erecting churches and other buildings, endowing schools, affording medical aid gratis to the poor, encouraging domestic manufactures, maintaining an armed police, dispensing justice, and in contributing to the support of two Protestant clergymen, of a Roman Catholic Bishop, and three priests from Canada.] These self-denying men are exemplary in their lives, zealous and indefatigable in their benevolent labours, among the fruits of which may be reckoned the conversion and location of a great number of Indians, of the Cree and Saulteaux or Chipeway nations. [To compensate this heavy outlay, the Company has hitherto derived no return; for the occasional sale of lands does not even defray the cost of the survey, they being in most instances bestowed gratis, though regularly purchased from the Indians, and the fur trade of the surrounding

* Since this was written, I have learned with infinite pleasure, that the settlers have at length found out the only practicable outlet for their cattle and grain; the fine level plains leading to the Mississippi and the St. Peter's, where there is the promise of a sufficient market among the Americans. Domestic manufactures, too, which ought ever to precede exportation, have at last made some progress in the shape of coarse cloths, stuffs, shawls, linen sacking, tanned leather, &c., all which tend to diminish the annual orders from England, and to render the people independent.

surrounding country has been long ago ruined by the colony; but under the Company's fostering care, a population of 5,000 souls has been nurtured, and a comfortable retreat has been provided for such of its retired officers and servants as prefer spending the evening of life with their native families, in this oasis of the desert, to return to the countries of their nativity. I cannot pass over without particular notice the admirable boarding-schools established by the Rev. Mr. Jones, where about 60 youth of both sexes, the intelligent and interesting offspring of the Company's officers, are trained up in European accomplishments, and in the strictest principles of religion.] Nor should I omit mentioning the Indian settlements founded by the Rev. Mr. Cockran, at the lower extremity of the colony. He has provided schoolmasters for the native children, and built places of worship, where he regularly officiates. He has constructed a windmill for the Indians, assists them in erecting their wooden houses, and with his own hands sets them the example of industry. At the other extremity of the colony, M. Belcour, one of the Roman Catholic priests, with untiring zeal, conducts a location of Saulteaux Indians on a smaller scale; I wish I could add that the improvement of the aborigines is commensurate to those beneficent cares; but unhappily the experience of Canada, of the United States, of California, in short, of all parts of North America where the experiment of ameliorating the character of the Indian tribes by civilization has been tried, is renewed at Red River. Nothing can overcome their insatiable desire for intoxicating liquors, and though they are here excluded from the use of spirits, and the settlers are fined when detected in supplying them with ale, yet from the great extent of the colony, they too often contrive to gratify that debasing inclination to which they are ready to sacrifice everything they possess. They feel no gratitude to their benefactors or spiritual teachers, and while they lose the haughty independence of savage life, they acquire at once all the bad qualities of the white man, but are slow indeed in imitating his industry and his virtues.

Yet among the native tribes there exist marked distinctions: the swampy Crees, who have long been employed in the Company's service at York Factory and other places, adopt steady habits with far greater facility than the proud Saulteaux, who contemptuously term the settlers gardeners and diggers of the ground.—*Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 10.

No. 2.

Indian lads educated in the Church Missionary Society's school at Red River, have been sent to instruct their countrymen in various parts of the Company's territory. In the countries of the Columbia and New Caledonia, to the westward of the Great Rocky Mountain chain, the missionary labours promise considerable success; there the climate is softened by the influences of the Pacific; food is abundant; the numerous natives do not lead the same solitary wandering lives as the Eastern tribes, but dwell together in villages. They are endowed with a greater capacity and quickness of apprehension, are more pliant and tractable in temper, are fond of imitating the customs of white men, and now receive with eagerness the truths of Christianity, from those upon whom but a few years ago they perpetrated the most barbarous murders; but the fever and ague, to which the country is very subject, has of late thinned their numbers. The Company's principal chaplain resides at their depôt of Fort Vancouver, on the north side of the Columbia River, where agriculture, rearing of stock, and other commercial operations are prosecuted on a great scale. The same enlightened body has, of late years, liberally assisted American missionaries employed in instructing the dissolute maritime tribes, and in founding an American colony on the Willamette, a southern tributary of the Columbia, and has since conveyed across the mountains several Canadian priests, who, under the authority of the Bishop at Red River, are gone to form another British settlement on the shores of Puget's Sound, the nucleus of a future empire in the far West. The case is widely different in the frozen regions of the North; there the Indian hunters are scattered through interminable forests, into which civilization can never penetrate. Since the coalition of the rival companies, however, and the discharge of the noxious swarm of adventurers, who, encouraged by the license of a hot opposition, overran and well-nigh ruined the country, the precepts of morality and order have been instilled into the minds of the aborigines by many officers of the Company. No stronger proof of the salutary effect of their injunctions can be adduced, than that while peace and decorum mark the general conduct of the northern tribes; bloodshed, rapine and unbridled lust are the characteristics of the fierce hordes of Assiniboines, Piegans, Black Feet, Circees, Fall and Blood Indians, who inhabit the plains between the Saskatchewan and Missouri, and are without the pale of the Company's influence and authority.

It gives me sincere pleasure to say that a reconciliation has at length been effected between those lately inveterate and bloody enemies, the Saulteaux and Sioux nations. Under the safeguard of the Company's people, aided by the settlers, two bands of the latter tribe visited Red River during my residence there in 1834 and 1836; presents were given, and speeches were made both to them and the assembled Saulteaux, who upon the first occasion were very violent, and were only restrained from bloodshed by disarming and other vigorous measures; but, upon the last occasion, they smoked the calumet of peace, and slept in the same apartments with the Sioux at the Company's head-quarters, Fort Garry; the Sioux seemed highly gratified with the kindness and protection they experienced, and have on several occasions performed friendly offices to the Company's couriers and others passing through their country to the American garrison, on the river St. Peter's. They are a warlike, equestrian

equestrian race, with light sinewy frames and eagle eyes, who pursue the buffalo in the boundless plains of the Missouri and the Upper Mississippi.—*Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 17.

No. 3.

Fort Pelly is a compact, well-ordered little place, sheltered from the north by a range of woods, with the Assiniboine winding a short distance in front. The only Indians there during our visit were a Saulteaux family, who, having suffered from privation, were kindly received, housed and fed, till they could resume the chase with a prospect of success. My observations place the establishment in lat. 51° 45′ 20″ N. Long. 102° 5′ W., variation, 17° E.—*Ibid.*, p. 38.

No. 4.

On the 13th, I sent back my Carlton auxiliaries, after all hands had been gratified by a "ball," at which one of my companions, who was a capital fiddler, officiated as chief musician, a party of Chipewyans came in with an assortment of furs. They had been living in abundance on moose deer, and were clothed in the same manner as the people of the establishment. The Chipewyans are the most provident of all the northern tribes; and since the union of the rival companies in 1821, their numbers are decidedly on the increase.—*Ibid.*, p. 55.

No. 5.

Next morning (the 28th), a strong cold north wind blew, driving in our faces a storm of snow, which almost blinded us. We marched against it for several hours, when, at an island, we fell in with a Chipewyan hunter visiting his traps, and invited him to share our breakfast. After messing with the people I gave him a cup of tea and a handful of biscuit, when I was no less surprised than pleased to see the poor fellow reserve the latter to carry to his children at the lodge. At noon we spoke another hunter, belonging to the same camp; he had just killed a badger, which he was taking home. These men were well clothed, and supplied from Fort Chipewyan with everything necessary for this mode of life.—*Ibid.*, p. 63.

The whole month of February was unusually mild, and at noon the sun not unfrequently asserted his increasing power by a gentle thaw. Messengers were continually arriving with favourable accounts from the Indian camps; a pleasing contrast to the preceding winter, which is rendered memorable to the poor natives by the ravages of an influenza, scarcely less dreadful than the cholera, that carried off nearly 200 of the distant Chipewyans. I say distant, because all who were within reach of the establishments were sent for and carried thither, where every care was taken of them; warm clothing and lodgings were provided, medicines administered, the traders and servants fed them, parting with their own slender stock of luxuries for their nourishment, till even the cold heart of the red man warmed into gratitude, and his lips uttered the unwonted accents of thanks.—*Ibid.*, p. 67.

No. 6.

It is with sincere pleasure I take this occasion of observing, that the harsh treatment of their women, for which the Chipewyans were, not long since, remarkable, even among the North American tribes, is now greatly alleviated, especially among those who have frequent communication with the establishments. At Great Bear Lake I had many opportunities of witnessing the conduct of this particular family, and always saw the females treated with kindness.

The present Chipewyan character, indeed, contrasts most favourably with that of the party which accompanied Hearne on his discovery of the Coppermine River, and who massacred the unhappy Esquimaux, surprised asleep in their tents at the Bloody Fall. A large proportion of the Company's servants, and with very few exceptions, the officers, are united to native women. A kindly feeling of relationship thus exists between them and the Indians, which tends much to the safety of the small and thinly scattered posts, placed as they are among overwhelming numbers, were those numbers hostile. The rising class of officers have begun to marry the young ladies educated at Red River, which will tend to give a higher tone to the manners and morals of the country, without, it is to be hoped, diminishing those mutual feelings of good-will that now subsist between the Indians and the traders resident amongst them.

The month of March proved as severe as February was mild; the thermometer fell to 36°, and ranged from 20° to 30° for many days. The aurora frequently exhibited its fantastic lights, but only once or twice vividly displayed the prismatic colours. An aged Cree hunter arrived with his family; feeling his strength, which had borne him through forest and flood for many a year, no longer equal to the chase, the old man said that he was come to end his days at the Fort. With care and attention, however, he soon began to revive; the whole family were furnished with everything necessary, had the same rations assigned to them as the regular servants, and continued to live in comfort at the establishment. Many other Indians came in from the different camps with furs and for supplies.

From some of the Chipewyans I learned that they had, in the course of the preceding summer, met with a party of Esquimaux at the confluence of the noble Thēlew or Thēlon River, with the Doobaunt of Hearne, below the lake of the latter name, and not far from the influx

 of

of these united streams into Chesterfield Inlet. This meeting was of the most amicable character, and they spent a great part of the summer together. The Esquimaux even proposed to send two of their young men to Athabasca, inviting the same number of Indians to pass the winter with them. The arrangement was agreed to by both parties, but was frustrated by some petty jealousy among the women. They also informed me that in 1832, some of the Athabasca Chipewyans accompanied the Churchill branch of their tribe on their annual meeting with other Esquimaux at Yath Kyed, or White Snow Lake of Hearne, which receives the united waters of the Cathawchaga and the rapid Kasan, or White Partridge River. This remarkable change from mortal hatred to frank and confident intercourse, is solely owing to the humane interposition of the Company's officers, who neglect no opportunity of inculcating on the minds of these savage tribes the propriety of their forgiving ancient wrongs, and uniting together in the bonds of peace and friendship. By the same influence, the warlike Beaver Indians of Peace River have been of late years reconciled to their old enemies, the Thæcanies of the Rocky Mountains, and the carriers of New Caledonia.—*Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 69.

No. 7.

During this month I had the most convincing proofsof that recklessness which prompts the Indian to prefer a momentary gratification to a substantial benefit. Earnest applications were made by the assembled Chipewyans for the re-introduction into their country of ardent spirits, which had been for many years discontinued by the Company's humane policy. Their attachment to the poisonous beverage, however, remained so strong, that every season parties of the tribe traversed the continent to Churchill, on Hudson's Bay, with no other purpose than to obtain it. At length its use was prohibited there also, and the Chipweyans renewed their solicitations. Instead of gaining their point, they were now justly reproved by their benefactor, Mr. Smith, and obliged to confess their own folly. The following is an extract of the Company's standing orders on these subjects:—"That the Indians be treated with kindness and indulgence, and mild and conciliatory means resorted to, in order to encourage industry, repress vice and inculcate morality; that the use of spirituous liquors be gradually discontinued in the few districts in which it is yet indispensable; and that the Indians be liberally supplied with requisite necessaries, particularly with articles of ammunition, whether they have the means of paying for it or not." It is equally the Company's inclination, and their interest, to render the natives comfortable. It is when they are well-clothed, and amply provided with ammunition, that they are best able to exert themselves in collecting furs and provisions. But, so far is it from the Company's wish to acquire an undue influence over them, by loading them with debts, that repeated attempts have been made to reduce the trade to a simple barter. In order to effect an object so beneficial to the natives themselves, the arrears of the Chipewyans have been twice cancelled since the junction of the two Companies in 1821, but the generous experiment has signally failed. The improvidence of the Indian character is an insurmountable obstacle to its success, and in the Chipewyans is aggravated by a custom which the whites have not yet been able wholly to eradicate. On the death of a relative they destroy guns, blankets, kettles, everything, in short, they possess, concluding the havoc by tearing their lodges to pieces. When these transports of grief have subsided, they must have recourse to the nearest establishment for a fresh supply of necessaries, and thus their debts are renewed. The debts of the deceased are, in every case, lost to the Company. The Indian debt system is, in reality, equivalent to the practice, in many civilized countries, of making advances to hired servants previous to the commencement of their actual duties. This is particularly remarkable among the French Canadians, who can scarcely be induced to undertake any work or service without first receiving part payment in advance. Their improvidence approaches to that of the Indian, and produces similar effects.

It is not perhaps generally known, that in some parts of the Indian territory the hunting-grounds descend by inheritance among the natives, and that this right of property is rigidly enforced. Where no such salutary law prevails, their main source of wealth, the beaver, would soon be exhausted by the eager search of the hunters, were it not for the judicious regulations of the Company, whose officers have, for many years past, exhorted the natives to spare the young of that valuable animal. In this praiseworthy design they have met with increasing success, according as the eyes of the Indians have been opened to their own true interests. But the attempt will be understood to be one of extreme difficulty, in consequence of that passion for depriving the animal creation of life so deeply implanted in the breast of the North American Indian, that it costs him a pang to pass bird, beast or fiish without an effort to destroy it, whether he stands in need of it or not. Near York Factory, in 1831, this propensity, contrary to all the remonstrances of the gentlemen of that place, led to the indiscriminate destruction of a countless herd of reindeer, while crossing the broad stream of Haye's River, in the height of summer. The natives took some of the meat for present use, but thousands of carcases were abandoned to the current, and infected the river banks, or floated out into Hudson's Bay, there to feed the sea-fowl and the Polar bear. As if it were a judgment for this barbarous slaughter, in which women and even children participated, the deer have never since visited that part of the country in similar numbers. It is to their own headstrong imprudence, which the example and influence of the traders cannot at all times control, that the occasional deaths by starvation among the natives, and, still more rare, abandonment of the aged and helpless, must be ascribed.—*Ibid.*, p. 72.

No. 8.

No. 8.

The quantity of provisions furnished by the Indians to the establishments throughout the northern districts is inconsiderable. In the winter season, it is generally limited to the rib-pieces of the moose, red and reindeer, half dried in the smoke of their tents, and the bones removed for lightness of carriage; to which a few tongues are, perhaps, added. In the course of the summer, when the animals are easily hunted, and there is water transport everywhere, the more industrious families usually bring to their Fort a bale of "dried meat," consisting of the fleshy parts of the deer cut into large slices and dried in the sun, with a bladder or two containing fat, or a bag of "pounded meat," which, when mixed with boiled fat, forms the renowned pemican. When these scanty supplies prove insufficient, with the produce of their own fisheries, and, where the climate is suitable, of the ground cultivated, to support the few people who reside at each of the widely separate posts, two or more young active Indians without family, or with but small families, are engaged as "fort hunters," and regarded as regular servants. The duty of these hunters is confined to the killing of large animals for the establishment; and such part of the meat as is not required by themselves and their families, is transported thither with dogs and sledges by the servants belonging to the place. To become fort hunter is the ambition of a northern Indian, for the situation is at once an acknowledgment of his skill, and places the finest and gayest clothing at his command. It is, however, necessary to change them from time to time, as an Indian no sooner forms the notion that his services are indispensable, than from that moment he slackens his exertions. Every prudent manager of a post endeavours to procure more provisions than the actual wants of his charge; he is thus enabled, when scarcity or ill-success overtakes his Indians, to afford them a timely, and always a gratuitous relief. I do not speak here of the comparatively mild climate of the Saskatchewan, where the mounted plain hordes often glut the establishments with the spoils of myriads of buffaloes, and threaten their existence by their dangerous visits; nor are these remarks applicable to the still more southerly districts bordering on Canada, where the natives, as well as the people in the Company's service, are in a great measure fed upon imported provisions, purchased by the Company from the Americans. The principle universally acted on throughout the vast and now admirably governed fur countries, is, that the true interests of the native Indian and of the white man who resides in voluntary exile on his lands, are indissolubly united.—*Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 69.

No. 9.

From the 10th to the 21st of June, the ice kept us prisoners at Fort Resolution, occasionally retreating a mile or so, as if to tantalize us, then closing and driving the fishermen and their nets ashore.

On the 12th we indulged our people with a dance, though the constant daylight was rather unfavourable to the dark complexions of the ladies. It was concluded by a general supper, at which tea was the beverage, all intoxicating liquors being, as already noticed, excluded from this sober land.

The 13th was marked by a thunder-storm of a terrible violence, unusual in these high latitudes; to which succeeded a week of beautiful weather. The games and sports of the people without the gates were generally at their height at midnight, when the coolness of the atmosphere incited to exertion. At every shout the echoes ran along the floating ice in the bay, passing from one fragment to another, and producing a succession of sounds, that became gradually softer and fainter till they seemed to mingle with the horizon. The mirage, too, exhibited some curious appearances. Mr. Dease vaccinated all the young people, Indian or half-breed, at the place; a benefit already conferred on the whole concourse of natives at Fort Chipewyan.—*Ibid.*, p. 87.

No. 10.

On the 5th, we had a conference with the Loucheux, in which we declined their reiterated offers to send two or more of their number with us along the sea-coast, assigning the late murders as the cause of this resolution. At the same time, we laboured to dissuade them from their plans of retaliation and revenge. They expressed their sorrow at our determination to expose the lives of so small a party among such a treacherous people as the Esquimaux; earnestly cautioned us to be on our guard in every meeting with these perfidious savages, especially in the act of embarking, the moment they usually select for an attack; and declared, that if the latter injured us, whom, in common with all the whites, they regarded as their fathers and friends, the whole tribe would combine to exact a terrible vengeance. To this comfortable assurance we replied, that we, ourselves, entertained no apprehensions, and therefore enjoined them to banish all useless fears on our account. It is but justice to the Esquimaux to state, that from our inquiries, the Loucheux appear to have drawn the above chastisement upon themselves. For several years they had exacted and received a gift as "blood-money" from the former, on account of a Loucheux whom they asserted to have died of his wounds in an old encounter. On this last occasion, three of the Loucheux repeated the annual demand, with which the Esquimaux were about to comply, when, unfortunately, the very man so long reported dead, made his appearance. On this, the Esquimaux, after reviling the Loucheux for their falsehood and extortion, fell upon them, and, of the four, one only escaped, wounded, by flying to the woods. The traders have long been at great pains to effect a permanent reconciliation between these

hereditary enemies. For this purpose, in 1817, and again in 1819, Mr. Dease gave considerable presents to the Louchoux chief to negociate a peace, which lasted for several years. *Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 100.

No. 11.

In the afternoon we passed through "the Narrows," where the Loucheux chief was encamped like a brave general protecting his frontier. We had given a passage from Fort Good Hope to one of his young men, who seemed to consider himself as not a little honoured by our attentions; and he now explained to the chief our intention not to take any of his people to the coast. Yet such was their confidence in or regard for us, that several again volunteered their services.—*Ibid.*, p. 104.

Upon the beach was found the body of a female child about five years old, who we afterwards learned had been abandoned by the Outer Hare Indians. The poor child had lost both parents, and, having no other relatives to take care of it, was cruelly left to its fate. Our chancing to pass beyond the limit of the trader's travels, disclosed a circumstance which these people thought would have remained secret; for they have been so severely taken to task by the Company's officers for similar acts of barbarity, that they are now comparatively rare, and in general carefully concealed. The practice of mothers casting away their own female children, which is common at this day in China, Madagascar, Hindostan, and other countries more blessed by nature than Mackenzie River, was frequent here, as it was in all parts of America before the settlement of the whites, and is still among a tribe far to the westward of Fort Norman, who only descend for a short time from their mountains every second or third year, and have therefore not become humanized by intercourse with the establishments. (*a*) * * * * * *

Though the Company's posts on the Mackenzie River can barely subsist, the officers do all in their power to maintain poor objects and forsaken children.

Were they to give unlimited indulgence to the natives, half the population would be left on their hands; general starvation must ensue, and the surviving whites would have to abandon the country.

The following are Sir John Franklin's remarks on this painful subject:—

"Infanticide is mentioned by Hearne as a common crime amongst the Northern Indians, but this was the first instance that came under our notice, and I understand it is now very rare amongst the Chipewyan tribes; an improvement in the moral character which may be fairly attributed to the influence of the traders resident among them."

No. 12.

The natives now began to come in more frequently, occasionally aiding our people in the laborious transport of the meat. To some we lent guns; all were plentifully supplied with ammunition; and many of the more industrious were furnished with blankets, shirts and cloth dresses, instead of their own filthy deer-skins. Nothing was easier than for an active hunter to provide himself and family with these comforts; as he received, exclusive of all gratuities, a good price for his meat, which was usually delivered to us several days journey from the establishment. These Indians always experience a kind reception from us; they sit round the fire while we are partaking of our morning and evening meals, in other words, breakfast and supper; for dinner, that "word of power" in other climes, was unknown at Fort Confidence. When we have eaten, we present them with the remains of our repast, which is, indeed, the common custom of the north. After meals we occupy the same fireside, chatting or smoking together; at night they sleep in our hall, and on winter journeys and hunting excursions side by side with us in the same encampment. Every circumstance indicates a kindly familiar intercourse, the natural result of which is, that the Indians are attached to the Company's officers, whom, in common discourse, they style their "fathers" and their "brothers." In our particular case I must frankly confess my surprise at the facility with which we acquired their confidence, for, only in 1835, a cruel and unparalleled injury had been inflicted upon them by some half-breeds, who disgraced the service. Three of these wretches (two of them Red River Catholics, the third, a countryman of the victims) sought a quarrel with a party of unfortunate Hare Indians, about one of their women, whom they carried off; and attacking them unawares, after partaking of their hospitality, brutally massacred 11 persons of both sexes. The criminals were taken out for trial to Canada, where the ringleader, Cadien, escaped with the mild sentence of banishment, and his accomplices were acquitted. It is to be hoped that the Company will persevere in their resolution to send no more of this caste to Mackenzie River.

It has, I understand, been sagely proposed by certain theorists to ameliorate the condition of the northern tribes by transforming a race of hunters into a pastoral people, through the domestication of rein-deer. But the character of the aborigines would alone present an insuperable obstacle to the experiment. They entertain a rooted superstition that the taming any of the wild rein-deer of their country would banish the whole race for ever from their lands. It was for this reason that, in 1817, Mr. Dease could not succeed in obtaining a couple of fawns from the Copper Indians at Great Slave Lake; nor were our applications at Fort Confidence more effectual. I was not sorry for it, as the poor animals could not long have been preserved from the fangs of the dogs, those indispensable assistants to white or red men. Even were this prejudice overcome, the Indians would immediately and naturally inquire,

(*a*) In a conversation with the Dog-Ribs, we afterwards learned that these mountain Indians are cannibals, and immediately upon any scarcity arising, cast lots for victims.

inquire, "Why should we be bound like slaves to follow the motions of a band of tame animals, when our woods and barren grounds affords us moose, red deer, buffalo, carriboo and musk cattle; when our lakes and rivers supply us with fish, for the mere trouble of killing them?"—*Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 220.

No. 13.

We at the same time received a distressing account of the fatal ravages of the small-pox among the Assiniboines of the Saskatchewan; 30 men of that tribe had crossed the plains to the banks of the Missouri in the summer of 1837, with the view of stealing horses. They found the unfortunate natives of the Missouri dying by hundreds of that terrible disease, which was introduced by an American steamboat; and, in the mad hope of assuaging the fever, casting themselves into the deadly stream. Under such circumstances they had no difficulty in making themselves masters of 160 horses, and with this rich booty, set out for their own camp; but the distemper had communicated itself to them, and ere long broke out on the way. Two thirds of the robbers perished, and the survivors were obliged to abandon their ill-gotten spoil. The Company's people at Carlton had been all vaccinated; yet the contagion was communicated from the Assiniboine camp, and two of the servants fell victims to its malignity. It is with sincere pleasure I add, that the humane precautions taken by Chief Factor Rowand, and the other gentlemen in the Saskatchewan, to vaccinate the Crees, saved the whole of that valuable tribe from the disastrous consequences of the malady, which happily did not penetrate further north.—*Ibid.*, p. 227.

No. 14.

On the 18th a man and boy arrived from a camp of strange Hare Indians, whom they had quitted to the westward in a starving condition; we immediately sent them a quantity of pounded meat, which was the means of saving their lives; and on the 27th the remainder of the party, 22 in number, chiefly old men, women and children, came to the establishment. They darted like vultures upon a kettle of meat which was prepared in the hall; but I must do them the justice to say, that, despite their hunger, they made a fair distribution of the food, which is more, I suspect, than Europeans similarly circumstanced, would have done. An old man, a woman and two children had died in the course of the winter; and one blind old man, brought to the house, was hauled on a sledge, or led with a string, and sometimes carried by his wife and daughter. The party had separated from the rest of the tribe; and the number of men capable of hunting being disproportionally small, caused the misery that we had the satisfaction to relieve. Our own stock of food was meanwhile fast wasting away; for Dog-Ribs, Hare Indians and Chipewyans, had now all congregated around us, and, instead of bringing us assistance, many of them drew rations from our store. Besides such occasional assistance, we constantly had some old or helpless persons left upon our hands.—*Ibid.*, p. 241.

No. 15.

At 3 P.M., a shout issued from among the trees on the south side of the River, and a young Indian soon came forth, breathless with running, to inform us that the camp was situated some distance off, at the foot of a conspicuous hill. Ordering our people to put up for the night, we told the youth to guide us to it; which he did, through bushes and swamps newly coated with ice. At the camp we found a scene of savage feasting, for the hunters had slaughtered a number of musk cattle. These animals descend from the barren mountains at this period, and resort for a while to the borders of the woods, in order, it is said, to rub off their cumbersome winter coat of hair. The natives were here snugly lodged in leather tents, instead of their usual open huts of branches. It was pleasing to think that the comfort and abundance they enjoyed, were in a great measure our own work, and the many smiling faces that crowded round us evinced their affectionate regard.—*Ibid.*, p. 247.

No. 16.

Be this as it may, many of the Indians must have perished from hunger, had it not been for the prompt and extensive relief we afforded them, not merely while they remained with us, but comprehending provisions to take them to places where they might procure their own subsistence. This was done at our own imminent risk; for, though fall-fisheries were established immediately after our return from the coast, they were unproductive, and the winter fisheries yielded still less than those of the previous season.—*Ibid.*, p. 320.

No. 17.

Independent of frequent passing relief, we had in the same month the satisfaction of saving the lives of two old women and two little girls at the establishment. The latter especially, when brought in, were so weak as to be scarcely able to stand; but by care and kindness they recruited fast, and all remained with us till late in the spring. In short, the winter was one continued term of anxiety on our part for the natives around us; while our stock of food at the fort was, by the opening of March, almost entirely expended; our men having to perform journeys of two and three weeks duration to the southward, where alone rein-deer were to be found. The only persons who actually perished during this miserable

227. winter,

winter, were an elderly woman, and a new-born child, which the starving mother cast away. Far be it from us, however, to arrogate any merit for our exertions in preserving the lives of our fellow-creatures. It is a duty conscientiously fulfilled by every officer in the service when the occasion arrives, and was this very winter performed with equal effect by our next neighbour, Chief Trader M'Pherson, of Mackenzie River.—*Extract from the Narrative of Discoveries on the North Coast of America. By Thomas Simpson, Esq.*, published 1843, p. 322.

No. 18.

Europeans, in some points of view, have done unspeakable mischief to the Indians, and they owe them a long accumulated reparation; but as matters are now conducted, their condition is meliorated by their connexion with the whites, and their partial assimilation to European habits; and this is one step of approach toward their enjoyment of fuller blessings and more exalted privileges. Those who are attached to the forts are far more comfortable in their appearance than the others.—*Bishop of Montreal's Journal*, published 1845. Hatchard, Piccadilly, p. 39.

No. 19.

We walked, in the course of this day, over the Mission Farm, which constitutes, in fact, a branch of the society's establishment, for the improvement of the Indians, since it is the model for their own agricultural operations, and for this reason, as again in the case of Mr. Cockran at the Rapids, has been an object upon which the missionary has bestowed some closeness of personal attention. In all respects it is truly gratifying to observe how the condition and the habits of the Indian are bettered by the exertions made under the auspices of the society in his behalf.—*Ibid.*, p. 57.

No. 20.

Nothing new was required in the way of examination; they are so constantly under the training, and so followed by the anxious and watchful eye of the shepherds set over them, that the amount of their religious proficiency, as well as the tenor of their ordinary deportment, was perfectly well known beforehand. In fact, the clergy know them as a father knows his children, and they know whom to admit and whom to debar, while other cases hung in the balance and were decided after being made the subjects of consideration, perhaps of some necessary allowance, with some particular charge, and the exaction of some particular promises. I had here an opportunity of seeing the great influence of the clergy, and the willing acquiescence of the people; proceeding, not from any artfully acquired authority, or determined establishment of an imperious ascendency, but, as I verily believe, from the faithful devotedness of the men employed in the mission; from the concern which they have manifested for the souls of those committed to them; from the power of those holy truths which they have pressed upon the acceptance of sinful man; and from the general benefits also which, in the most conspicuous manner, have flowed from the formation of the mission in the colony.

These engagements were followed, of course, by the confirmations themselves, upon each of which occasions full service was performed. At the Lower Church, there were two confirmations held on the Sunday, on account of its contracted dimensions. In the morning, 192 women and girls were confirmed; in the evening, 150 men and youths. This last was again the precise number of persons confirmed at the Middle Church, when both sexes were admitted together; and it was very remarkable, that this was also the exact number confirmed on the day following at the Upper Church; 200, and something over, were confirmed at the Indian church on my return to it. I find that the total of the confirmations is noted to have been 846 persons in the Red River colony; it would have been about 1,000, but for the unavoidable absence of some of the subjects for the rite, either in the buffalo-hunting in the prairies, or with the boats sent to Hudson's Bay.—*Ibid.*, p. 60.

No. 21.

It was truly a very interesting spectacle to behold the churches filled, on all the different occasions connected with the confirmations, as well as at the public services on other days, by a people brought under the yoke of the Gospel, many of whom had been originally heathens, and the great body of whom had Indian blood in their veins; and the effect was indescribably heightened by the deep attention with which they listened, and the devout reverence with which they knelt to receive the imposition of hands; the comfortable hope shedding its ray over the solemnity that did in sincerity dedicate themselves to Christ. I was much struck at one of the preparatory meetings in Mr. Cockran's immediate charge, where, as I have said, the candidates came by divisions, by the perfectly correct and serious deportment of about 70 young girls; some of them still were school children, who were brought together without mothers or matrons, or elders of any kind, to put them under restraint; and I could not help thinking that it would have been difficult to collect the same number of such subjects in an European community, who would have preserved, as these girls did, an inviolate reverence even in the vacant intervals before and after service, and during the calling over of the names from a list which Mr. Cockran held in his hand.—*Ibid.*, p. 66.

No. 22.

No. 22.

The Indians have strong passions, and are liable to be thrown into circumstances unfavourable to the maintenance of holiness; but, allowing for the necessary intermixture of tares with the wheat, I believe that the congregations of the church at the Red River may be called exemplary, and that the church has taken root in the place with the fairest auguries of a continuance and increase of blessed fruits of a practical kind.

With reference to the ordinations, it was no small satisfaction to be enabled, upon the spot, to add one to the number of labourers in this remote corner of the vineyard; and subsequently, during my stay, to admit to the grade of priesthood, both him and another whom it so happened that I had myself ordained deacon, in Canada, rather more than three years before. These gentlemen were, of course, duly examined, and their testimonials were presented to me made out in due form. Mr. M'Allum, who was to be appointed assistant-chaplain to the Company, with the understanding that he should succeed to the appointment of chaplain, had also a full recommendation from Governor Sir George Simpson.—*Bishop of Montreal's Journal*, published 1845. Hatchard, Piccadilly, p. 68.

No. 23.

The largest congregation at any of the public services, probably amounted to full 500 persons; the smallest did not fall short of 200.—*Ibid.*, p. 72.

No. 24.

Society of the Red River.

I had at the forts the command of horses for my daily movements, and every accommodation afforded to me within, and every facility abroad which I could require; all done with the most cheerful kindness in the world. At the Lower Fort I was the guest of Mr. and Mrs. Finlayson, who were in temporary occupation, being *en route* for La Chine, where Mr. Finlayson had been appointed to the charge of the depôt. He had just retired from the appointment of Governor of Assiniboia, for so the chief factor is styled in an instrument with the Company's seal attached to it, who has charge within the Red River colony in the territory; he was succeeded by Mr. Christie, who had just taken possession at the Upper Fort, where the residence of the Governor is made. Mrs. Finlayson, a lady from England, is sister to Lady Simpson and cousin to Sir George. Mr. and Mrs. Christie have a daughter, who had just returned from England, where she had passed some years in completing her education. Mr. Thom, the Recorder of the territory, an exceedingly able man, possessing a varied range of information, and deeply engaged, latterly, in biblical studies, has apartments, with his lady and children, within the Lower Fort. There are scattered about the settlement several respectable retired factors or traders of the Company, of whom Mr. Bird is one; some married to European, more to native wives. At this date, I imagine that, in the majority of instances, the original connexion has been that of a marriage regularly solemnized. One of the many blessings introduced by the Church Missionary Society into this region, is the correction of those irregularities which, with all their long train of mischiefs to the community, flowed from the absence of means for the celebration of matrimony. I was made acquainted with an old gentleman of the name of Bunn, now verging upon that period when the strength of man is but labour and sorrow, who was the first in the territory to set the example of marrying the Indian woman who had lived with him as his wife. It is but justice to say, that I believe many of the gentlemen who had formed these connexions, considered themselves as solemnly bound to the women, and only waited for an opportunity to be married; they also recognized and reared the children as their own legitimate representatives.—*Ibid.*, p. 89.

No. 25.

Some other Statistical Particulars of Red River Settlement.

The whole population of the Red River settlement, according to a census with which I was obligingly furnished, is 5,143; of which number 2,798 are Roman Catholics, and 2,345 are Protestants. No Protestant worship, except that of the Church of England, has ever been established among the people. The heads of families are 870; of whom 571 are Indians, or half-breeds, natives of the territory, 152 Canadians, 61 Orkneymen, 49 Scotchmen, 22 Englishmen, 5 Irishmen, and 2 Swiss. Wales, Italy, Norway, Denmark, Germany, Poland, and the United States of America, have each contributed one to the list; there is also one Esquimaux Indian. There are 730 dwelling-houses, 1,219 barns or stables, 18 windmills, and 1 watermill. From the level character of the country, it may be conceived that there is not much facility for the operations of the latter kind of construction. There are 821 horses, 749 mares, 107 bulls, 2,207 cows, 1,580 calves, 1,976 pigs, and 3,569 sheep. These particulars were taken in March 1843. The soil, which is alluvial, is beyond example rich and productive, and withal so easily worked, that although it does not quite come up to the description of the happy islands—*reddit ubi cererem tellus inarata quotannis*—there is an instance, as I was assured, of a farm in which the owner, with comparatively slight labour in the preparatory processes, had taken a wheat crop out of the same land for 18 successive years; never changing the crop, never manuring the land, and never suffering it to lie fallow; and that the crop was abundant to the last. And with respect to pasture and hay,

 they

they are to be had *ad libitum*, as nature gives them in the open plains. The Company dispose of their land upon liberal terms, with a frontage along the river, and I think the uniform depth of a mile, with an understanding that till further arrangements take place, another mile is at the disposal of the owner for any benefits which he can derive from it; I speak from memory. It is only a small portion of the farms, next the river, that is ever seen inclosed. The people revel in abundance, but it is all for home consumption; they have no outlet, no market for their produce. The liberality of the Company is also evinced in their permitting private traders to import goods in the Company's ships, although they, the Company, have stores of their own within the forts, in which articles of the same description are for sale. All these articles are brought across from Hudson's Bay, a distance of several hundred miles, in boats, and these boats are drawn across the different portages upon rollers, or in some places carried upon wagons. Hence, those articles which are of a heavy description are charged at a price seemingly out of all proportion to that of many others, which may be obtained at a moderate rate. A common grinding-stone is sold for 20*s.* sterling.—*Bishop of Montreal's Journal*, published 1845. Hatchard, Piccadilly, p. 97.

No. 26.

Earliest Labours of the Society through the Rev. *J. West.*

It was in the year 1820 that the attention of the Committee of the Church Missionary Society was first called (by the Hudson's Bay Company) to this scattered portion of the human family. Two proposals were then made to the society, one of which had reference to the Indians who lived to the west of the Rocky Mountains. No available opportunity, however, occurred for acting upon this suggestion.

The other proposal related chiefly to the Indians on this side of the same chain of mountains, and was the result of the following circumstances. In the year 1811, an agricultural settlement was formed on the banks of the Red River, to the south of Lake Winnipeg, by the late Earl of Selkirk. After an eventful history, this settlement was increased, owing to the same place having been selected as a location for retired servants of the Hudson's Bay Company. To this settlement, the Rev. J. West, an active friend of the society, was, in 1820, appointed chaplain.—*Appendix to the Bishop of Montreal's Journal*, p. 183.

No. 27.

Building and opening of a New Church in the Colony.—Establishment of Schools.

While this remarkable transition from barbarism to civilization was taking place in the Indian settlement, Mr. Jones was successfully prosecuting his ministerial labours among the more mixed population of the upper part of the colony. The congregations at the Upper and Middle Churches consisted of about 800 or 900, including children, and the number of communicants amounted to about 130. The first church, though reflecting great credit on the zeal and exertions of Mr. West, and of all who were concerned in its erection, being built of logs, was fast going to decay, and it was found necessary to erect a more substantial edifice of stone. This object was accomplished by a liberal subscription on the part of the settlers, aided by a munificent grant from the Hudson's Bay Company, and a smaller grant from the Church Missionary Society. The building was opened for divine service on the 26th of November 1834. It is capable of accommodating comfortably 700 people, and 1,000 might find room without being over-crowded.

Five day-schools, containing about 400 children, had been established, besides two seminaries affording board, lodging and education to 25 young ladies, and 30 young gentlemen, children of the gentlemen engaged in the service of the Hudson's Bay Company. These were under the care and superintendence of Mr. and Mrs. Jones, assisted by a tutor and governess from England. At the different Sunday-schools, also, 300 received religious instruction. Moreover, the orderly demeanour, moral conduct and religious habits of all classes, were for the most part satisfactory and cheering.—*Ibid.* p. 218.

No. 28.

Arrival of the Rev. *A. Cowley* and Mr. *J. Roberts*; Return of Mr. *Roberts.*

In 1841, the band of missionary labourers was strengthened by the addition to their number of the Rev. A. Cowley and Mr. J. Roberts. Mr. Roberts laboured usefully for two years as a catechist, and has subsequently returned to this country. Mr. Cowley has been engaged in assisting Mr. Cockran in the upper settlement, and in superintending the formation of a new station at Manitoba Lake. Since the ordination of Mr. M'Allum, Mr. Cowley has given his whole time to the Manitoba station.—*Ibid.* p. 229.

Summary of the Stations in the Colony of Red River.

By the last accounts, the number of persons attending public worship in the four churches at the Red River amounted to 1,723; the number of communicants was 454, and there were nine schools, containing 485 scholars.

Formation

FORMATION of the CUMBERLAND STATION.—Appointment to it of the Rev. *J. Hunter*, and his Arrival.

IN 1839, the Committee had the satisfaction to find that the Hudson's Bay Company were disposed to countenance and promote the formation of a missionary station at Cumberland House, one of their posts, about 500 miles from the Red River. The financial circumstances of the society prevented the committee from availing themselves of this opening to the extent which they desired. In order, however, that some beginning might be made, Mr. Henry Budd, who had been for some time in connexion with the society as a schoolmaster, was sent to that neighbourhood in June 1840. When he had been labouring for about a year, he was enabled to send home an encouraging account of the success which had attended his exertions. After the lapse of another year, the Rev. J. Smithurst was anxious to visit the infant station, with a view to strengthen Mr. Budd's hands, and to baptize such as might be prepared for that ordinance. * * * * * *

The school was found to contain 31 Indian children, all neat and clean. On examination, it appeared that they had made very good progress in learning. There were but few adult Indians at the station when Mr. Smithurst arrived, because they were necessarily engaged in procuring subsistence at a fishing place about a day's journey off; but he was informed that they would not fail to reach the station on Saturday, according to their regular custom. Accordingly on that day he wrote.

In the afternoon, a whole fleet of canoes made their appearance, and formed a most pleasing scene. The party consisting of from 60 to 70 persons, pitched their tents alongside the mission establishment, in order to attend the services of the Lord's Day. This was indeed one of the most cheering sights I ever witnessed, and called forth feelings of the deepest gratitude to God, that he should have inclined the hearts of so many to seek after the way of salvation.

Up to a late hour on Saturday evening, as well as on the following morning, Mr. Smithurst was engaged in a close examination of the candidates for baptism individually. He reported that "the result of the examinations was highly satisfactory."

June 26, 1842, is a day much to be remembered in the annals of this mission. In the afternoon, Mr. Smithurst had the privilege of admitting into the church of Christ by baptism, 85 Indians, of whom 38 were adults, and the remaining 47 their children.

In the summer of 1843, Mr. Budd reported that the 85 baptized Indians continued stedfast in the faith, and manifested an increasing desire after divine things, and that there were 58 candidates for baptism awaiting the arrival of a clergyman. The urgent need of an ordained missionary for this interesting station was met by the appointment of the Rev. J. Hunter, who with Mrs. Hunter arrived at York Fort in August last, and hoped to reach his destination in the course of the following month. By accounts received from Mr. Budd subsequently to Mr. Hunter's departure, it appears that the number of candidates for baptism had increased to 92. There were 32 children in the school, 19 of whom could read. Most of those who had been baptised had crops of potatoes growing, and had prepared wood for building houses. At this station, there are now nearly 200 Christian converts, who four years ago were all heathens, and who had then never heard the glad tidings of the Gospel. When it is considered that Mr. Budd was one of the first Indian boys consigned to Mr. West's care in 1820, it will be readily allowed that the account of this station furnishes a most striking illustration of the value of native agency.—*Appendix to the Bishop of Montreal's Journal*, p. 232.

MANITOBA LAKE and FORT ELLICE.

THE station at Manitoba Lake, to which allusion has already been made, is about 120 miles west from the Red River, and was commenced by the Rev. A. Cowley in 1842.

Another attempt has also been made at Fort Ellice, near Beaver Creek, on the great plain of the Missouri, about 300 miles from the settlement.—*Ibid.* pp. 229-234.

COPY of LAND DEED, referred to at page 26.

THIS INDENTURE made the day of in the year of our Lord One thousand eight hundred and forty between the Governor and Company of Adventurers of England trading into Hudson's Bay of the one part and

of

of the other part.

WHEREAS the said is desirous of becoming a settler upon the land hereinafter described or intended so to be, being certain part of a territory in North America, belonging to the said Governor and

 Company,

Company, and held under the Crown by Charter. Now THEREFORE THIS INDENTURE WITNESSETH, that in consideration of

and in consideration also of the covenants hereinafter contained on the part of the said they, the said Governor and Company do hereby grant, demise, and lease unto the said his executors, administrators and assigns, ALL THAT piece or parcel of land, being of Lot No. , as described at large in the official survey of Red River Settlement, and containing more or less English acres,

Lot No.

with the necessary appurtenances thereto, To HAVE AND TO HOLD the said piece or parcel of land hereby demised or intended so to be, and every part thereof with the appurtenances, unto the said his executors, administrators and assigns, from the day next before the day of the date of these presents, and for and during and unto the full term of one thousand years, thence next ensuing; yielding and paying therefore yearly and every year, during the said term, and upon the Michaelmas day in each year, the rent or sum of one pepper-corn, the first payment whereof to be made upon the twenty-ninth day of September next ensuing the date hereof. AND the said for himself, his heirs, executors and administrators, doth hereby covenant and agree with the said Governor and Company, in manner following, that is to say, That he the said shall or will within forty days from the date hereof, settle and establish himself or themselves and continue to reside upon the said hereby demised land, and shall or will within five years from the date of these presents, bring, or cause or procure to be brought into a state of cultivation, one-tenth part of the said hereby demised land, and thenceforth continue the same in such state. AND that during the said term, he the said his executors, administrators and assigns shall not, directly or indirectly, mediately or immediately, violate or evade any of the chartered or licensed privileges of the said Governor and Company, or any restrictions on trading or dealing with Indians or others, which have been or may be imposed by the said Governor and Company or by any other competent authority, or in any way enable any person or persons to violate or evade, or to persevere in violating or evading the same, and in short shall obey all such laws and regulations as within the said Settlement now are or hereafter may be in force for preventing the distillation of spirits, for preserving internal peace, for repelling foreign aggression, for making and repairing roads and bridges, and for encouraging and promoting general education and religious instruction. AND that he the said his executors, administrators or assigns, shall or will from time to time, and at all times during the said term, contribute in a due proportion to the expenses of all public establishments, whether of an ecclesiastical, civil, military or other nature, including therein the maintenance of the clergy, the building and endowment of schools which are or shall or may be formed under the authority of the Charter or Charters hereinbefore referred to. AND also that he or they at proper seasons in every year, and in or towards the making and repairing of such roads and highways as lie within miles from the said hereby demised premises, shall and will employ himself or themselves, and his or their servants, horses, cattle, carts and carriages, and other necessary things for that purpose, where and when required so to do by the surveyor or overseer for the time being appointed for the making and amending public roads, bridges and highways within such limits as aforesaid; such requisition, nevertheless, in point of time, not to exceed six days in each year, computed day by day and from Michaelmas to Michaelmas. AND also that he the said his executors, administrators and assigns shall not, nor will, without the license or consent of the said Governor and Company for that purpose first obtained, carry on or establish, or attempt to carry on or establish in any parts of North America, any trade or traffic in or relating to any kind of skins, furs, peltry or dressed leather, nor in any manner directly or indirectly aid or abet any person or persons in carrying on such trade or traffic; nor shall nor will at any time or times during the said term distil, or cause or procure to be distilled, spirituous liquors of any nature or kind soever, either upon the land hereby demised, or within any other part of the territories belonging to the said Governor and Company in North America, nor during the said term knowingly suffer or permit any other person or persons whomsoever to distil any such liquors upon the said demised land, or any part thereof.

AND

And the said for himself, his heirs, executors and administrators, doth hereby further covenant with the said Governor and Company, and their successors, that he the said his executors, administrators and assigns, will use his and their best endeavours to maintain the defence and internal peace of the territories of the said Governor and Company in North America, and shall and will be chargeable therewith according to such laws and regulations as are now in force in respect of the same territories, or as shall from time to time be made by competent authority; and also that he the said his executors, administrators or assigns, shall not nor will at any time or times during the said term, or by any direct or indirect, mediate or immediate manner, ways or means, infringe or violate, or set about or attempt to infringe or violate, or aid, assist or abet, or set about or attempt to aid, assist or abet, or supply with spirituous liquors, trading goods, provisions, or other necessaries, any person or persons whomsoever, corporate or incorporate, or any prince, power, potentate or state whatsoever, who shall infringe or violate, or who shall set about or attempt to infringe or violate the exclusive rights, powers, privileges and immunities of commerce, trade and traffic, or all or any other of the exclusive rights, powers, privileges and immunities, of or belonging or in anywise appertaining to or held, used or enjoyed by the said Governor and Company and their successors, under their Charter or Charters, without the license or consent of the said Governor and Company and their successors for the time being first had and obtained. And lastly, that he the said his executors, administrators or assigns, shall not nor will at any time during the said term, under-let or assign, or otherwise alienate or dispose or part with the actual possession of the said land hereby demised, or any part thereof, for all or any part of the said term, or any interest derived under the same, without the consent in writing of the said Governor and Company for the time being first had and obtained. And also, that he the said his executors, administrators or assigns, shall or will within six calendar months from the date hereof as to these presents, and within six calendar months from the date of each respective assignment or under-lease to be made under or through these presents, and with respect to each such assignment and under-lease respectively cause these presents and every such assignment or under-lease when made, to be registered in the register of the said territories in North America, or of the district in which the said hereby demised land shall be situate, and wherever such register shall be kept at the time. Provided always, nevertheless, and it is hereby declared and agreed, that if the said his executors, administrators or assigns, shall not in all things well and truly observe and perform all and every the covenants and agreements herein contained, on his and their behalf to be observed and performed, then, and in either of such cases, and either upon or after the first breach, or any subsequent breach or breaches of covenant, and as to any subsequent breach or breaches, notwithstanding there may have been any waiver or waivers, or supposed waiver or waivers thereof, by the acceptance of rent or otherwise, it shall or may be lawful to and for the said Governor and Company, and their successors or assigns, to enter into and upon the said hereby demised premises, or any part thereof, in the name of the whole thereof, and to have, hold, retain and enjoy the same as in their former state, and also to put an end to and determine the said term of one thousand years, or so much thereof as shall be then unexpired, and all and every person or persons then occupying the same premises, or claiming title thereto, to put out and amove, any thing hereinbefore contained to the contrary notwithstanding. In Witness whereof, the said parties to these presents have hereunto set their hands and seals, the day and year first above written, at Red River Settlement aforesaid.

Signed, sealed and delivered, in the presence of

— No. 9. —

Copy of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

77, Jubilee-street, Mile-End-road,
26 April 1847.

My Lord,

No. 9.
A. K. Isbister, Esq., to Earl Grey, 26 April 1847.

As only one opportunity occurs in the course of the year of communicating with the inhabitants of Red River, I venture most respectfully to call your attention to the memorial I had the honour to forward your Lordship, on the 17th of February last, on the part of the delegates from the natives of that country.

Your Lordship will perceive that a necessity of immediate attention to the subject arises from the return of two of the delegates, who carried with them a copy of the Act of William and Mary, which will of necessity become public both in Canada and their native country. Although not popularly recognized in England, the inhabitants of Canada have always been aware that the "Licence" for exclusive

 trade

trade of 1842, refers only to the countries not embraced under the original charter of Charles II., and having always considered themselves unjustly excluded from participation in it, will not be slow to construe the non-renewal of the Act in their own favour, as abrogating the charter, and giving them an opportunity of engaging in the trade.

It is, therefore, the more desirable that the inhabitants of Rupert's Land should receive some immediate intimation of the intention of Her Majesty's Government with respect to their petition, lest advantage being taken of the unsettled state of the country, and the season of the year, traders should be sent in from Canada to the interior, and some collisions be the consequence.

By your Lordship's last commmunication, I am informed that the Governor of the Hudson's Bay Company has been requested by you to reply to the allegations contained in the memorial. I venture, respectfully, to suggest, that Sir George Simpson, having been in this country for some time since that date, he can have no difficulty in doing so, and there can be no necessity for delay on that account.

I have, &c.
(signed) *A. K. Isbister.*

— No. 10. —

No. 10.
B. Hawes, Esq., M.P., to A. K. Isbister, Esq., 3 May 1847.

COPY of a LETTER from *B. Hawes*, Esq., M. P., to *A. K. Isbister*, Esq.

Sir, Downing-street, 3 May 1847.

I AM directed by Earl Grey to acquaint you, in answer to your letter dated 26th ultimo, that your previous communication having been referred to the Hudson's Bay Company for their Report, that Report did not reach Lord Grey till the 26th ultimo. The papers, being very voluminous, will necessarily make a great demand on his Lordship's time and attention; it will therefore be impossible for his Lordship to return an immediate, or promise a very early answer to the complaints which you have preferred on behalf of the North American Indians.

I have, &c.
(signed) *B. Hawes.*

— No. 11. —

COPY of a LETTER from the Delegates from the Red River Settlement to Earl *Grey*.

No. 11.
Delegates from the Red River Settlement to Earl Grey, 28 May 1847.

77, Jubilee-street, Mile-End-road,
My Lord, 28 May 1847.

As we cannot, consistently with our duty to those we represent, allow the present Session of Parliament to close without fulfilling their instructions, we beg leave to enclose a copy of them, that you Lordship may be acquainted with their nature, as also the petition which has been entrusted to us for presentation to Her Majesty.

Petition, *Vide* p. 4, of this Return.

Not having been favoured with an opportunity of presenting it personally to your Lordship, we have most respectfully to request that you would be pleased to take an early opportunity of laying it before Her Majesty.

We have, &c.
(For the Delegates,)
(signed) *A. K. Isbister.*

Enclosure in No. 11.

COPY of INSTRUCTIONS to the Delegates by the Members of the Committee.

Encl. in No. 11.

WE, the undersigned members of a Committee elected by the people in order to redact a petition, to elect a messenger, and commit to writing instructions to the same, in conformity with the desires and unanimously known interests of the people, have inscribed the following observations:

It

It will be a duty to the commissionary to take the opportunity of every favourable circumstance to give a true state of the manner in which this colony and this country in general is governed; to expose sincerely the desires of its inhabitants, and the possible improvement for their welfare. He shall make use of moderation, speaking of those whose interests are opposed to ours with discretion, and in honest terms. He shall have a peculiar care in advancing nothing but what could be duly proved.

He must note, previously, that the Company having brought from the succession of Lord Selkirk his rights upon this colony, we do consider the same Company as being obliged to fulfil the contracts of it, and to promote the prosperity of the said colony.

He shall represent,—

1st. That several individuals are complaining that the Company have obliged them to pay lands, without giving them any contract in legal form, and in spite of their will, the officers of the Company retaining upon the wages of their servants the price of the same lands, which price has been placed not in the municipal trunk (bank), but in that of the Company; is it then that the Company might have the property of the lands? This appears to us inseparably united to the rights of the Crown.

2d. The Company gives in circulation, bills; the exchange thereof cannot be received but in London, a thing which is impossible to the greatest number of us. Could we not have a right to require that exchange of them be done in this country, and in the most central part of the colony?

3d. Already the chief factor, named Governor of the Assiniboin, has made us to understand that he might suddenly stop the course of the money-papers, which would expose us to losses, and occasionate great difficulties in our transactions. In order to avoid a danger of which we have threatened, and that the least pretext in a quick-minded man might lead to execution, the commissionary shall invocate the influence of his Lordship, in order to obtain that silver money be put in course in this country; the bank-houses or Company-house being too far off from us.

4th. Le portage of certain goods on the Company's ship having been refused under eluding pretexts, and with the visible end of discouraging, could not the Company be obliged to take, on their bond, everything that would be exported from the colony at the risk and expenses of private traders? Seeing that the Company's exclusive right to the only important branch of commerce, until now, take off for another ship a chance of an advantageous load, when it would consist in articles exclusive from furs.

5th. That if the Company must have for some time again the exclusive right in the trade of this country, would it not be a duty of justice that they would be obliged to purchase at reasonable prices all that the inhabitants have to sell; and does it not look unjust, that having kept exclusively for them all the advantages, they could not be obliged to take the changes?

6th. The same exclusive right would seem to put us, in reason, to require from the Company to bring to the shop of the colony the things necessary, and in a sufficient quantity for the want of the inhabitants; then it is common to us, wanting things the most important to life in this country; viz. gunpowder, thread for nets, tea, &c.; the same articles being sometimes taken off from the colony shop to be transported to trade posts afar, and even on the American territory, and this to the great discontent of the settlers.

7th. We think the Company is guilty of an abuse in extending their claims as far as to forbid to the inhabitants of this country to exchange between themselves furs; and we believe that they have acted unjustly by confining in gaol individuals who were not attempting, who had not even the idea to take off from the country the furs that they had, and also in putting under a caution and seizing the goods imported, under that pretext that they were intended to be exchanged for furs. We had believed, that in law we could not be punished for the intention, but that the infraction of the law only could deserve punishment.

8th. That the wise laws forbidding to deliver intoxicating liquors to the Indians being in force amongst the settlers, we feel it repugnant to see an exception for the Company in the penalties of that law; that it would be forbidden to the settlers to sell beer to the Indians under penalty of fine, and that the Company be free to sell strong liquors to the same Indians. That partiality excites indignation against the legislators.

9th. The commissionary shall beseech his Lordship to supply by his credit to the wants of formalities from the part of a people which lives too far off to be aware of them, and to have the goodness to do so, that the attention of our good Queen be rather fixed upon the truth of our observations, and the sincere intention that we have to keep the peace and spare the life of Her devoted subjects.

— No. 12. —

No. 12.
B. Hawes, Esq., M.P., to Sir J. H. Pelly, Bart., 5 June 1847.

COPY of a LETTER from *B. Hawes*, Esq., M. P., to Sir *J. H. Pelly*, Bart.

Sir, Downing-street, 5 June 1847.

No. 8 of the series.

I HAVE to acknowledge the receipt of your letter and its enclosures of the 24th April, containing your reply to the complaints preferred against the conduct of the Hudson's Bay Company towards the inhabitants of the territory in North America which is under their jurisdiction.

Having carefully considered the documents submitted on both sides, Lord Grey directs me to inform you, that so far as he is able to form an opinion upon statements resting, to a great extent, on mere assertion, he is of opinion that the charges brought against the Company are for the most part groundless. His Lordship is glad to perceive the care manifested for the moral and religious condition of the population under your control, and that the trade in spirits is discouraged; but, nevertheless, Lord Grey considers that the state and condition of the people under the Government of the Company deserves to be further inquired into. Means will therefore be taken for this object, in the full belief and conviction that the Hudson's Bay Company will co-operate with his Lordship in securing ample protection to, and the impartial administration of justice among, the people residing in the extensive territory confided to your superintendence.

I have, &c.
(signed) *B. Hawes.*

— No. 13. —

COPY of a LETTER from *B. Hawes*, Esq., M. P., to *A. K. Isbister*, Esq.

No. 13.
B. Hawes, Esq., M.P., to A. K. Isbister, Esq., 14 June 1847.

Sir, Downing-street, 14 June 1847.

WITH reference to my letter of the 5th of March, in which I stated, that it was the intention of Earl Grey to refer your allegations respecting the conduct of the Hudson's Bay Company towards the inhabitants of their territories in North America, for a report from that Company, I am directed by his Lordship to acquaint you, that on the 24th of April, Sir John Pelly addressed a letter to this office, containing the answer of the Company to the charges you had brought against it. The examination, which it has been necessary to institute into this paper, has unavoidably occupied some time; but after carefully weighing both your accusations and Sir J. Pelly's answer, Lord Grey is of opinion, so far at least as he can form any judgment upon statements which rest, on both sides, to a great extent on mere assertion, that the charges you have brought against the Hudson's Bay Company are groundless. Notwithstanding this conclusion, it is Lord Grey's intention to transmit copies of your charges, and the defence of the Company, to the Governor-general of British North America, with instructions to his Lordship to institute a further inquiry into the subject which you have brought under the notice of this office, and to ascertain what steps it may be necessary to take for the benefit and protection of the persons residing within the limits of the Hudson's Bay Company's territories.

24 April 1847.

As the correctness of the statements made on this subject will be more completely ascertained by a full and open disclosure of the representations on both sides, Lord Grey directs me to furnish you with a copy of the counter-statement received from Sir J. Pelly.

I am further directed to state to you, that Lord Grey has laid before the Queen the petition which you transmitted in your letter of the 28th ultimo, and that Her Majesty was pleased to receive it very graciously.

I have, &c.
(signed) *B. Hawes.*

— No. 14. —

Copy of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

No. 14.
A. K. Isbister, Esq., to Earl Grey, 21 June 1847.

77, Jubilee-street, Mile-End-road,
21 June 1847.

My, Lord,

I have the honour to acknowledge a communication from Mr. Under-Secretary Hawes, of the 14th instant, transmitting a Report from the Hudson's Bay Company, on the memorial which I had the honour to forward to your Lordship on the part of the natives of Rupert's Land, on the 17th of February last. No. 13 of the series.

The specious character of this Report renders a detailed reply to it necessary, and I shall take an early opportunity of laying such before your Lordship.

Leaving to the test of the inquiry which your Lordship has been pleased to institute, the truth of the allegations advanced in our memorial, I shall at present confine myself to a few words on the subject of the authorities which the Hudson's Bay Company have adduced in support of the various statements by which those of our memorial are sought to be impugned. These authorities are, the Bishop of Montreal, Commodore Wilkes, Mr. Parker, and Messrs. Simpson and Dunn, both servants (and one of them a partner) of the Company.

The extracts from the Bishop of Montreal's Journal, given in the Appendix to the Report, refer, I find, almost exclusively, to the missions of the Church Missionary Society at the Red River settlement, of which his Lordship speaks in terms of high and deserved commendation. As I must beg leave to repeat, and to refer to the society itself for the truth of what I say, that these missions are in no way supported or assisted by the Hudson's Bay Company, I am at a loss to conceive on what ground the authors of the Report can claim for themselves any credit on the score of the prosperity of these institutions. At the same time, it ought to be borne in mind, that while our memorial is professedly occupied with the effects of the Company's system of trade on the Indians of the interior, the Bishop of Montreal's Journal, which is adduced as an authority against it, is confined solely to an account of the colony on the Red River, which is not a fur district at all, and is, moreover, only a few miles beyond the United States' frontier. The same remark applies to Fort Vancouver, situated on the banks of the Columbia River, and within American territory. In estimating the value of the testimony borne in favour of the Company's management at this place by Commodore Wilkes and Mr. Parker, it is important that your Lordship should be made aware of some facts which are not generally known, but which very satisfactorily account for the favourable opinion of these gentlemen.

The plans of the United States' Government, for the colonization of Oregon, have from the first received the cordial aid and co-operation of the agents of the Hudson's Bay Company stationed in that territory, so that the various emigrant parties, which from time to time leave the United States for this country, can at all times calculate on receiving at Fort Vancouver whatever supplies they require, whether they can pay for them or not. A party of British subjects, on the other hand, who went over some years ago from Red River, with the view of forming a British settlement in this territory, were so dissatisfied with the treatment they received at the hands of the Company's agents, that, after an unsuccessful attempt to carry out their original intention, they retired in a body across the Columbia, to the American settlement on the Willamette, where they have ever since continued under the protection of the American laws and government. Dr. M'Laughlin, the Company's Superintendent in Oregon, to whose instrumentality Great Britain owes the loss of the fairest portion of this fine territory, after a long career of treachery to his own country and to his employers, has at last thrown off all disguise, and openly declared himself what he has long been in heart, an American citizen. It is true, that for this conduct on the part of their superintendent and representative in Oregon, the Directors of the Hudson's Bay Company here can scarcely be held accountable, but the facts I have stated are no less true, and no less satisfactorily account for the favourable testimony borne to their officers, not only by Commodore Wilkes and Mr. Parker, but by all Americans whatsoever.

In contrast with the testimony of these gentlemen, and in corroboration of what has just been stated, I beg leave to refer your Lordship to the "Narrative of a Voyage round the World," by Sir Edward Belcher, a British officer in command of a surveying squadron in the Pacific, who visited Fort Vancouver in 1839, under similar circumstances with Commodore Wilkes, but did not, I am sorry to say, experience a similar reception. His testimony your Lordship will find to be somewhat different from that of the American Commodore and the American Missionary, whom Sir J. H. Pelly plausibly adduces as "above all suspicion of partiality in favour of the Hudson's Bay Company."

With respect to the two remaining authorities, Messrs. Simpson and Dunn, I might justly take exception to both these individuals as witnesses in the case, the former having been a partner of the Company at the time his Narrative was penned, and looking forward to promotion to a higher grade, and the latter being also in their service.

The "Report" is copiously interspersed with references, in support of the various statements advanced in it, which turn out on examination to be almost entirely extracts from the work of Mr. Thomas Simpson. Unfortunately, however, for the credit of this gentleman as an authority, several letters of his, written to his brother about the same time that he was engaged in preparing his Narrative for the press, have been published in his "Life," alluded to in the memorial, and in these letters various opinions and statements appear, as contradictory as it is possible to conceive of those he has expressed in the work to which the authors of the Report so copiously refer. Which of these is to be considered as conveying Mr. Simpson's real sentiments on the Hudson's Bay Company, I leave every candid mind to judge. With respect to the work of Mr. Dunn, I need only say, that that gentleman is himself at present in London. The authors of the Report have good reason for choosing to refer rather to his work than to himself.

I shall take an early opportunity of addressing your Lordship at greater length in support of our memorial, the various allegations of which, I venture to say, I shall have little difficulty in establishing to your satisfaction.

I have, &c.

(signed) *A. K. Isbister.*

— No. 15. —

No. 15.
Sir J. H. Pelly, Bart., to Earl Grey, 21 June 1847.
* Page 50.

COPY of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

My Lord, Hudson's Bay House, 21 June 1847.

I HAVE to acknowledge the receipt of Mr. Under-Secretary Hawes' letter, of the 5th* instant, stating that your Lordship, having carefully considered the documents submitted on both sides, is of opinion, so far as you are able to form an opinion upon statements resting to a great extent on mere assertion, that the charges brought against the Hudson's Bay Company are, for the most part groundless.

To this gratifying announcement Mr. Hawes adds the intimation, that your Lordship nevertheless considers that the state and condition of the people under the government of the Company deserves to be further inquired into, and that means will therefore be taken for this object.

To this I can only reply, that if your Lordship will let me know the particular points on which you require further information, I shall be most ready to co-operate with you, and to supply any deficiency your Lordship may have found in my Report on the memorial which you submitted to my consideration, and to which I had flattered myself I had given a satisfactory answer; although the statements it contained were (so far as I am aware) unsustained by proof of any kind.

Trusting that, as the parties opposed to the Company are promulgating, through the press, statements calculated to mislead the public, and to prejudice the interests of the Company, your Lordship will come to an early decision on the subject,

I have, &c.

(signed) *J. H. Pelly.*

— No. 16. —

—No. 16.—

Copy of a LETTER from *B. Hawes*, Esq., M.P., to Sir *J. H. Pelly*, Bart.

No. 16.
B. Hawes, Esq., M.P., to Sir J. H. Pelly, Bart., 2 July 1847.

Sir, Downing-street, 2 July 1847.

I am directed by Earl Grey to acknowledge the receipt of your letter, dated 21st * ultimo, in which you express your readiness to supply any deficiency in your late Report upon the charges preferred by Mr. Isbister against the conduct of the Hudson's Bay Company towards the natives of Rupert's Land in North America. I am to inform you in answer, that Lord Grey has found no reason to complain of any deficiency in the completeness of the Report which you have furnished him; but, considering the Hudson's Bay Company to be the party against whom the charges have been made, his Lordship has thought it proper to endeavour to have your account of the Company's proceedings corroborated by some independent authority. This consideration has accordingly induced Lord Grey to direct the Governor of Canada to institute a full inquiry into the complaint against the Company, and his Lordship relies upon your affording to the Governor of that province every information, and giving every facility in furtherance of that inquiry.

* Page 52.

I have, &c.

(signed) *B. Hawes.*

—No. 17.—

Copy of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

77, Jubilee-street, Mile-End-road,
9 August 1847.

My Lord,

No. 17.
A. K. Isbister, Esq., to Earl Grey, 9 August 1847.

In pursuance of the intention expressed in my last communication to your Lordship, I have the honour to lay before you a full and detailed reply to the Report of the Governor of the Hudson's Bay Company, on the memorial from the natives of Rupert's Land, British North America.

To meet the several statements of the Report, and the various character of the evidence adduced in its support, the accompanying papers have necessarily assumed a somewhat voluminous form; but I trust the importance of the interests at stake will plead our excuse for trespassing so largely on your Lordship's time and attention.

With a view to clearness and facility of reference, the observations of the reply have been classified under three heads: the first being devoted to an examination of the authorities adduced by Sir John Pelly in support of the statements of the Report, which I have no doubt will explain to your Lordship's satisfaction any discrepancy that may exist between the testimony there brought forward, and the statements of the memorial.

The second consists of a series of parallel observations on the Report, among which I have respectfully to request your Lordship's attention to the fourth, fifth and seventh; referring respectively to the connexion between the different missionary societies and the Hudson's Bay Company; the increase of the supply of spirituous liquors to the Indians since the renewal of the Company's license in 1837, and the fearful depopulation which is taking place among the native tribes subject to their jurisdiction, as well as to an important attestation, with which this section of the reply concludes, establishing the correctness of the tariff contained in the accompanying pamphlet,* and which has been somewhat intemperately impugned in the Report.

* *See* Page 85.

Under the third division, are thrown together, in the form of an Appendix,

copious extracts from the publications of every writer who (so far as I am aware) has had an opportunity of personally observing the condition of the natives of Rupert's Land; most of whom, it will be seen, have actually travelled through, and for a greater or less period resided in the territory, and not been merely casual or interested visitors to a particular locality. Among these will be found several extracts from the authorities cited in their own favour by the Company, which if they do not fully sustain the statements of the memorial, will, at least, establish their inefficiency as evidence against it.

The degree and character of the proof by which the grievances of the inhabitants of Rupert's Land are supported, will appear from the following recapitulation of the authorities cited in the course of the accompanying documents; which, it will be observed, range from the earliest history of the Company to the present time:—

	AUTHORITIES.		Opportunities of Observation.
1.	Mr. Robson - - - -	1752	Six years in the Company's service.
2.	Mr. Umfreville - - -	1790	Fourteen ditto.
3.	Lieutenant Chappel, R.N. - -	1817	Made two voyages to Hudson's Bay.
4.	Major Long, United States Army	1825	- - Visited the Red River colony and the adjacent country, in the course of an exploring expedition.
5.	Professor Keating - - -		
6.	J. C. Beltrami, Esq., late Judge of a Royal Court in Italy.	1828	- ditto.
7.	Sir John Richardson (in Captain Sir J. Franklin's Journey).	1823	- - Travelled through and resided several years in the Hudson's Bay territory.
8.	Dr. Richard King - - -	1836	- - ditto.
9.	Mr. Ross Cox - - - -	1831	- - Several years in the service of the Hudson's Bay and North-west Companies.
10.	Mr. Parker, American Missionary	1837	Visited Fort Vancouver.
11.	Mr. Townsend (American) - -	1838	- - Travelled through a portion of the Oregon territory.
12.	Mr. Beaver (British) - -	1838	Late Chaplain at Fort Vancouver.
13.	Mr. Thomas Simpson, Chief Trader, Hudson's Bay Company.	1843	13 years in the Company's service.
14.	Mr. Alexander Simpson, ditto -	1845	14 years in the Company's service.
15.	Captain Wilkes, United States Exploring Expedition.	1845	Visited Fort Vancouver.
16.	Sir Edward Belcher (British) -	1843	- - ditto.
17.	Testimony of retired Servants of the Company, now in England	From 1799 to 1844.	- - Resided for many years in various parts of the country.
18.	Extracts from the records of the Church Missionary and Wesleyan Societies, showing their non-connexion with the Hudson's Bay Company.		
19.	Extracts from the Returns of the Custom-house for 1847, showing an increase in the exportation of spirituous liquors to Hudson's Bay.		
20.	Petition and memorial from 1,000 of the natives of Rupert's Land, comprising, as far as can be ascertained, all those who have received the benefit of missionary instruction.		

Such an amount of confirmatory testimony will, I feel assured, satisfy your Lordship of the justice of those complaints which have been addressed to Her Majesty's Government from the inhabitants of the Hudson's Bay Company's territories, and justify the policy of introducing a healthier system; one more calculated to meet their wants and promote their interests, and more accordant with their own just rights, than that under which it is at present their misfortune to live.

I have, &c.

(signed) *A. K. Isbister.*

Enclosure

Enclosure 1, in No. 17.

LETTER of Sir *John Pelly*.

Encl. 1, in No. 17.

Sir John Pelly begins by acknowledging the receipt of a memorial, "signed by certain persons calling themselves deputies from the natives of Rupert's Land," a fact he would, no doubt, willingly dispute if he could; and proceeds to describe, in the most circumstantial manner, the origin and object of the petition referred to in the memorial, which he charitably imputes to the efforts of certain disaffected parties at Red River, who, desirous of setting aside the Company's charter, have taken this means to effect their object. Who these parties are, he nowhere clearly explains, describing them in some parts of the Report as "settlers at the Red River;" in others, as the "leaders of the half-breeds;" and again, as certain unknown persons, subjects of the United States, in confederacy with them.

How he comes to know so much of the nature and origin of a petition he has never yet seen, and of the existence of which he was for the first time made aware through the memorial itself, he can himself best explain.

Appendix, No. 1.

The letter of Mr. John M'Leod, one of the memorialists to the secretary of the Aborigines Protection Society, given in the Appendix, will perhaps throw some light on the source of Sir John Pelly's information, and serve to show how the Hudson's Bay Company ordinarily meet accusations of this nature.

The object of this confused and fallacious account of the petition is very obvious, but it will not answer the writer's purpose.* The "leaders of the half-breeds," by which it is presumed is meant the memorialists, happen to be all of British extraction, as are also many of the petitioners, and never trafficked or were engaged in trafficking furs, either at Red River or elsewhere. So far from being in confederacy with "American interlopers," they have never been, to their knowledge, so much as within the limits of the United States territory, and have no acquaintance with any subject of that country whatever; and with respect to the Indians, who are described as having never in any part of Rupert's Land manifested any symptoms of discontent against the Company, a considerable portion of the petitioners are of this class.

With respect to the "parade of an affected commiseration of the hard lot of the Indian population," with which the memorialists are charged, it will be seen in the course of the following observations to whom that imputation properly applies.

The array of authorities adduced in corroboration of the Report, though plausible and imposing, will not bear examination. The testimony of the Bishop of Montreal, so far as his personal observation extended, is entitled to every respect, and is willingly accepted by the memorialists. The only reference, however, which is made to the Hudson's Bay Company in the course of the voluminous extracts from his Journal, given in the Appendix to the Report, at all bearing on the subject of the memorial, is the following: "The Company dispose of their lands upon liberal terms, with a frontage along the river, and I think the uniform depth of a mile, with an understanding that till further arrangements take place, another mile is at the disposal of the owner for any benefits which he can derive from it. The liberality of the Company is also evinced in their permitting private traders to import goods in the Company's ships, although they, the Company, have stores of their own within the forts, in which articles of the same description are for sale."

See the account of Red River colony, by Thomas Simpson, p. 13.

The Company dispose of their lands at 12*s.* 6*d.* per acre, and private traders are permitted to import goods in the Company's ships at the rate of 9*l.* a ton, which is somewhat more than three times the average freight from London to China.

The object of the authors of the Report in multiplying the extracts descriptive of the missions of the Church Missionary Society at Red River, is very obvious; but they are reminded that these missions, of which the Bishop of Montreal speaks in terms of such high and deserved commendation, have been established and are entirely supported by the society itself, and have no more connexion with the Hudson's Bay Company than any other body that chooses to set up for itself a claim to the fruits of other people's exertions.

Sir J. H. Pelly's Letter to Lord Glenelg.—Papers relative to the Hudson's Bay Company.

The history of these missions is identified with that of the Red River Settlement, and is briefly this: In 1811, the late Earl of Selkirk having obtained a grant of 100,000 acres from the Company, for the establishment of an agricultural colony, commenced a settlement on the Red River by conveying thither, at a considerable expense, several hundred families from various parts of Europe. These for many years formed the entire population of the colony, which was afterwards gradually increased by the influx of retired servants of the Company, with their half-caste families. In 1821 the Hudson's Bay Company received from the British Government their first license of exclusive trade, and under the provisions of that grant, it becoming incumbent on them to take some steps towards the introduction of civilization and Christianity among the Indians, a proposal was made to the Church Missionary Society to establish a mission among the Indians on the east side of the Rocky Mountains, which after some hesitation, on account of not being strictly in accordance with its objects, was accepted. This being the proper duty of the Company themselves, was indeed out of the province of a missionary society.

See License, *Ibid.*

Bishop of Montreal's Journal.

Under this arrangement, three missionaries were successively sent out by the society, and placed at the disposal of the Company, who, instead of placing them among the Indians, as had

---

The authors of the Petition are described as "the turbulent portion of the half-breeds, and mostly of Canadian origin."—*Sir J. H. Pelly's Letter.*

had been proposed, stationed the whole three at Lord Selkirk's Settlement at the Red River. Two Catholic missionaries, sent up from Canada by the Bishop of Quebec, by whom the expenses of their establishment were defrayed, were disposed of in the same way. The senior Protestant missionary received for some time an allowance from the Company (which has now, however, been for several years discontinued) in addition to his stated salary from the society, and was dignified with the name of the "Company's Chaplain." The expenses of the different missions, however, have been at all times defrayed by the society itself. In this state matters continued till the year 1837, when the Company opened a negotiation with the Government for a renewal of their license. At this time there were at the small settlement at the Red River, two Church of England missionaries, four Protestant churches, five Protestant day-schools, and an academy for the instruction of the children of the better class of residents; also a Roman Catholic Bishop and several priests, and three or four schools for the settlers of that persuasion; all supported by their respective societies, but, as has been stated, stationed there for its own purposes by the Company; while in the territories under its own management beyond Red River, extending over an area considerably larger than all Europe, and inhabited by upwards of 50 native tribes of Indians, there was neither church, school nor mission of any denomination whatever. Shortly before this, however, (and observe the policy of the proceeding) the Company bought back the settlement from Lord Selkirk's executors; and when the proper time came, with a modesty peculiar to themselves, claimed as their own work what had been done at Red River before it came into their possession at all. The colony was thenceforth described as the Company's "principal agricultural settlement at the Red River;" (was there any other?) "established for the purpose of drawing thither the native Indians from all parts of the Company's territories, with a view to their civilization, and moral and religious improvement," through the instruction of "the Company's chaplains and schoolmasters." It was to this favoured region that the Bishop of Montreal paid a visit in the summer of 1845; his Lordship was altogether only 17 days in the colony, and was not called upon to inquire into the abuses of the Company's management, or the effects of their system of trade on the Indians in the interior, and from what has just been stated, it will be obvious that at Red River he had no opportunity of doing so had he been so inclined. At the same time, in speaking of the improvement that had taken place in the settlement, it is to be observed, that he nowhere attributes it to the Company, but, as will be seen in the following extract, is careful to assign it to the proper quarter, namely, the Church Missionary Society. "In all respects it is truly gratifying to observe how the condition and the habits of the Indian are bettered by the exertions made under the auspices of the society in his behalf."

Appendix, No. 5. and 33.

Bishop of Montreal's Journal.

Letter of Sir John Pelly to Lord Glenelg.

The colony is only a few miles from the United States' boundary.

The testimony of Captain Wilkes and Mr. Parker is introduced by Sir John Pelly, with the remark, that "they will not be suspected of any partiality towards the Hudson's Bay Company;" an opinion in which that gentleman will find but few to agree with him, as, unfortunately, there exists not only a very general suspicion of such partiality, but, as will be seen in the sequel, some very good reasons for a positive assurance on the point.

To show the true character and value of the testimony of these apparently disinterested witnesses, it will be necessary to state some particulars, throwing light upon the connexion between the Hudson's Bay Company and the American settlers in Oregon, which are not so familiar to the public of this country as they deserve.

At the time of the visits of Commodore Wilkes and Mr. Parker to Fort Vancouver, the management of the Company's business in that quarter was entirely in the hands of a Dr. M'Laughlin, who had for many years exercised an almost despotic sway over this district, and whose conduct has had more influence in deciding the fate of the country and its inhabitants than is generally known. An old *Nor-wester*, he had acquired considerable influence before the union of the Companies, and had been trained up in the active and energetic, but unprincipled, system adopted by the North-west Company; by birth a French Canadian, his connexion with the United States was intimate and extensive; his dislike of English influence extreme.

Accordingly, when the enlightened plan of colonizing the Willamette mentioned in Mr. Thomas Simpson's "Narrative" was determined upon, a body of half-breeds and others was sent from Red River to locate there, but were neither allowed by him to do so, nor supplied with necessaries during their detention on the North side of the Columbia River, or for their journey back again; while at the same time American settlers had been credited by him to any extent at the Company's stores at Fort Vancouver, and their missionaries supplied with far more, and afforded much greater, facilities than Mr. Beaver or any other English missionary ever possessed, as that gentleman himself witnesses in his letter, quoted at p. 22, 23, of the Appendix to the Report.

Dr. M'Laughlin had appropriated for his own and his son's use the best mill-privilege and land in the settlement, which he had sagacity enough to foresee would rise much more rapidly in value under the American system of colonization, than if left to the more tardy process of British occupation. Accordingly, all his energies were directed to colonizing the territory with American subjects, with a view to the ultimate securing of the country to the United States.

It was in vain the Company remonstrated, and that Sir George Simpson countermanded; he had the reins in his hand, and carried out his original intentions. The consequences have been, the loss of Southern Oregon to this country, and his own retirement from the service, with a large and improving property, and a handsome pension from the Company. His first step on the adjustment of the long-agitated question of the North-west boundary, was, it need scarcely be told, a public declaration of his allegiance to the United States.

To

To this, although there may be but imperfect testimony in print, there are sufficient living witnesses even yet in England. Of the nature of the Company's influence, and the character, conduct and objects of the American missionaries, there is sufficient testimony in the works of Messrs. Wilkes, Parker and Beaver, as well as in the extracts given from Sir Edward Belcher's Narrative, Appendix, No. 2.

It would indeed be surprising if, under such circumstances, Messrs. Wilkes and Parker had spoken otherwise than favourably of the Hudson's Bay Company, to whom they and their countrymen were under such essential obligation. In relation to the Americans, that body has certainly earned the praise bestowed on it by Mr. Wilkes, of having "opened the way to future emigration, provided the means necessary for the success of emigrants, and rendered its peaceful occupation an easy and cheap task." That the United States have so found it, the history of Oregon and of Red River affords abundant evidence.

How far these impartial witnesses have been swayed by personal and political considerations, will best appear by comparing their testimony with that of Sir Edward Belcher and Mr. Beaver, who were at Vancouver about the same time, but, having the misfortune to be British subjects, experienced and have borne testimony to a very different reception.

The two remaining authorities on Sir John Pelly's list are Messrs. Simpson and Dunn, to both of whom exception might justly be taken as witnesses in the case, being both servants of the Company, and therefore obviously interested parties. The former of these, indeed, Mr. Thomas Simpson, was at the time he penned his Narrative, himself a partner of the Company, and looking forward to promotion to a higher grade. His publication was avowedly written in opposition to some statements of Dr. King's, and it is clear also from various coincidences of expression, that he had before him at the time the Reports of Sir John Pelly and Sir George Simpson, whose statements he endeavoured to bear out by an imposing array of various acts of benevolence towards the natives, in which, by the way, he himself generally figures as the principal actor. The Report is copiously interspersed with corroborative references, which on examination turn out to be almost entirely extracts from Mr. Simpson's work, which is parcelled out into not less than 17 different sections, in order to render the array of authorities more imposing. Unfortunately, however, for the Report, and for Mr. Simpson's own credit as an authority, several letters of his written to his brother about the very time he was engaged in preparing his Narrative for the press, have been published in his "Life," a few extracts from which are here appended, in contrast with others from the publication cited in the Report.

Extracts from Mr. *Thomas Simpson's* Narrative.

"Since the coalition of the rival Companies, and the discharge of the noxious swarm of adventurers who, encouraged by the license of a hot opposition, overran and well-nigh ruined the country, the precepts of morality and order have been instilled into the minds of the aborigines by many officers of the Company. No stronger proof of the salutary effect of their injunctions can be adduced, than that while peace and decorum mark the general conduct of the Northern tribes, bloodshed, rapine and unbridled lust are the characteristics of the fierce hordes of Assiniboines, Piegans, &c., who are without the pale of the Company's influence and authority," p. 23.

"The Company's principal chaplain* resides at their depôt of Fort Vancouver, on the north side of the Columbia River, where agriculture, rearing of stock, and other commercial operations are prosecuted on a large scale.

"The same enlightened body has of late years liberally assisted American missionaries employed in instructing the dissolute maritime tribes, and in founding an American colony on the Willamette, a southern tributary of the Columbia, and has since conveyed across the mountains several Canadian priests, who, under the authority of the Bishop at Red River, are gone to form another British settlement on the shores of Puget's Sound,

Extracts from Mr. *Thomas Simpson's* Letters.

Mr. Thomas Simpson's testimony is introduced in the "Report," in the following terms:

"No man in the Company's service had such opportunities as he enjoyed of becoming acquainted with their management, and none was better able to appreciate its effects."

Very well.

"Viewing the service, generally, I must candidly confess, judging from the actions of others, that its promises of happiness are hollow, while an awful fatality seems to overhang its retiring members; a punishment for the unprincipled and licentious lives they have led," p. 81.

"I fancy you will be taking to wife, ere long, some dark-eyed senora. You would be a lucky fellow could you fall upon one with ingots enough to emancipate you from fur-trade thraldrom. Wretchedness is the inevitable portion of all who remain too long in this service."

[The following extract is important, as showing the apprehension existing in the minds of the Company's agents of a diminution of their profits from the introduction of missionaries into the country. The kind and degree of encouragement likely to be held out to them under the circumstances, it will not be difficult to determine.]

"Three

---

* The "principal Chaplain," here alluded to, is Mr. Beaver, who left the country in 1838, *i. e.* five years before Mr. Simpson wrote.

Mr. *T. Simpson*'s Narrative—*continued.*

Sound, the nucleus of a future empire in the far West.

"In the countries of the Columbia and New Caledonia (*a*), to the westward of the Great Rocky Mountain chain, the missionary labours promise considerable success.

(*a*) No missionary has ever entered New Caledonia.

"Besides extensive purchases of grain and provisions, for their transport and other service, the Company annually expends large sums at Red River in various works of public utility, such as experimental farming, erecting churches and other buildings, endowing schools, affording medical aid gratis to the poor, encouraging domestic manufactures, and maintaining an armed police, dispensing justice, and in contributing to the support of two Protestant clergymen, of a Roman Catholic Bishop and three priests from Canada. To compensate this heavy outlay, the Company has hitherto derived no return, for the occasional sale of lands does not even defray the cost of the survey, they being in most instances bestowed gratis, though regularly purchased from the Indians, and the fur trade of the surrounding country has been long ago ruined by the colony.

(*b*) Even this small number is not supported by the Company, but by the colony.

"Governor Simpson has long endeavoured by arguments and rewards to excite an exportation to England of hides, tallow, flax, hemp and wool for the benefit of the settlers, but with little success. Under the Company's fostering care, a population of 5,000 souls has been nurtured, and a comfortable retreat has been provided for such of its retired officers and servants as prefer spending the evening of life with their native families in this oasis of the desert, to return to the countries of their nativity. I cannot pass over without particular notice the admirable boarding schools established by the Rev. Mr. Jones, where about 60 youth of both sexes, the intelligent and interesting offspring of the Company's officers, are trained up in European accomplishments, and in the strictest principles of religion."

Mr. *T. Simpson*'s Letters—*continued.*

"Three Wesleyan missionaries have come in from Lac la Pluie and the Saskatchewan, and furs have fallen 15 to 20 per cent. in price; ominous signs these, saying plainly, 'Make hay while the sun shines.'"—*Ibid.* p. 357.

You have no idea of the curious position the Company holds here. The land of the colony and the right of the government is Lord Selkirk's, by grant from the Company; and until 1826, the executors of the late Earl had a separate establishment, with a governor of their own; but since then, their affairs have been managed exclusively by the Hudson's Bay Company, the Hudson's Bay factor has been their governor, and the Hudson's Bay fort their place of business; but they sell the land at 12 *s.* 6 *d.* per acre, and pocket the money; a very cheap and convenient method, you will say. It is true they keep about a score of policemen in pay (*b*); but this force is a mere nonentity, and the Hudson's Bay Company have virtually to act as judge, jury and gaoler in his Lordship's colony. The only good thing I see in the matter is, that they give me a salary of 25 *l.* for keeping their accounts."—P. 93.

"Our plans of colonization are so wild and unfortunate, and the Company's business is tortured by so many and such strange changes, that as a man of business I feel but little satisfaction in it. We have shepherds, shepherdesses and dogs numberless come out. But the wolves have been ravaging the flocks; the tallow trade is broken up, and the experimental farm be-devilled; all that sort of thing, to be permanent, must be done by the settlers themselves; but the business here is tagged together in the most strange and unsatisfactory manner.

"We have abundant crops and provisions from the plains this year; money and meat are abundant; and that is all that can be said of the place; discomfort, isolation, prodigality, idleness and immorality, with its concomitant pleasures, complete the picture."

These extracts render further comment on the value of Mr. Simpson's testimony unnecessary.

Mr. Dunn's book was written with the same view as his letters to the "Times" newspaper; viz. to draw the attention of this country to the value of the Oregon, and the encroachments of the Americans in it, and neither his position nor temperament admitted of his telling the whole truth. Had he written his work himself, and had he not been compelled, according to his own statement, to burn his journal at Fort Vancouver, by a regulation of the Company, prohibiting their servants from retaining any record of what passes in the country, his "History of the Oregon" would have been a much more valuable authority than it is.

OBSERVATIONS on the Hudson's Bay Company's Report.

Report of the Hudson's Bay Company on the Memorial of the Natives of *Rupert's Land.*

1. It is proper to observe in the outset, that there is an ambiguity calculated to mislead in the term "natives," as used in the memorial, which is sometimes employed to denote half-breeds, or persons of mixed race, and sometimes the Indians or aboriginal inhabitants. In the Report it is applied exclusively to the latter.

That discontent and misery prevail to an unparalleled extent among the natives of Rupert's Land, is an assertion wholly destitute

Observations and Statements corroborating the Memorial.

1. The distinction which is drawn between the native Indians and their half-caste offspring is in itself unobjectionable, but the inference it is afterwards attempted to found on this distinction, namely, that the half-breeds are, from the circumstance of their mixed parentage, divested of the rights inherent in the aboriginal inhabitants, cannot be admitted. It is at variance with the established usage in Canada and the United States, where the half-castes are in every case admitted,

Report—*continued.*

tute of truth. The natives have never, in that extensive territory, manifested symptoms of discontent; on the contrary, they entertain the most cordial feelings towards the Company, whom they regard as their benefactors, and without whose assistance they know that they would be deprived, not only of many comforts which they now enjoy, but of the means of sustaining life.

Some of the half-breeds of Red River Settlement are discontented with the measures which the Company have found it necessary to adopt for the purpose of protecting their own interests and also those of the colony. But their discontent is groundless, as, with even moderate industry, they have within their reach more of the comforts of life than are enjoyed by persons of their station in almost any part of the world.

This is not the place to discuss the merits of the Company's charter, the validity of which is unquestionable, and as to their exclusive privilege of trade (improperly called a monopoly), it has been sufficiently proved by dear-bought experience, that without such privilege the natives would be exposed to great moral degradation and physical suffering.

2. This, unfortunately, is far from being a true statement of the Company's revenue; the revenue which they derive from the trade enables them to divide 40,000*l.* per annum on a capital of 400,000*l.*, with an occasional bonus, which, together, do not exceed the ordinary rate of mercantile profit.

3. Both these statements are untrue. There is no allusion in the Company's charter to the introduction of Christianity among the Indians, or to their moral and religious improvement. Its sole objects were trade, and the discovery of a North-west passage. But though the Company's charter does not oblige them to provide for those objects, they have not neglected them, and the provision so made occasions them a very considerable annual expense.

4. The Company entertain no such absurd views as those here attributed to them; they consider their own interests inseparably connected with those of the natives, and it is their anxious desire that the inhabitants of their territories should enjoy the blessings of fixed habitations and a settled mode of life, without which little progress in civilization can be expected. It would be of great advantage to the Company if the natives could be induced to cultivate the ground, and depend upon that resource for their subsistence, because they would thus be enabled to pursue the chase with much more effect during the winter, the season of hunting. But though several attempts have been made to break

Observations—*continued.*

mitted to full participation in the privileges of their Indian connexions. Rupert's Land, where the half-breeds are but too often abandoned by their unnatural white parents, and cast upon the charity of their Indian relations, is the last place where such a distinction ought to be put in force. The statement that the natives have never manifested any symptoms of discontent towards the Company, is best refuted by the evidence of the petition itself. There are but 571 native families (Indian and half-castes) in the settlement (*a*), and out of these upwards of 1,000 persons have signed the petition, a large proportion of whom are the Christian Indians attached to the missions of the Church Missionary Society.

(*a*) Bishop of Montreal's Journal.

When the Company describe the Indians as dependent on them for the comforts and necessaries of life, they forget to state that these comforts are of their own introducing, and well paid for by the Indians. If the half-breeds of Red River really possessed more of the comforts of life than are usually enjoyed by persons of their station (which is very far from being admitted), it would furnish no argument against their seeking to improve their condition.

With respect to the charter, this is certainly not the place to discuss its merits; they have been very satisfactorily discussed elsewhere.

2. This is no answer to the statement of the memorialists, and is besides not the way to estimate the advantage taken of the natives in trade. The capital of 400,000*l.* (*b*) is well known to be fictitious. Mr. Alexander Simpson, himself a partner of the Company, states their profits to average 100,000*l.* on a return of about 200,000*l.*, and an outlay which, according to official returns, does not amount to one-fifth of that sum.

(*b*) Pamphlet, Appendix, 28, 29, 30, 31, 32.

3. In the Company's License (*c*) of exclusive trade of 1821, there is an express provision for the civilization and Christianization of the Indians, the obligation of which extends to the territory claimed under the charter of King Charles the Second (which is now, however, acknowledged on all hands to be illegal). The last sentence of this paragraph, respecting the annual expense incurred by the Company in the civilization of the natives, requires proof.

(*c*) *See* License, and an extract from Sir John Pelly's Letter to Lord Glenelg, containing an explicit admission of what is here repudiated. (Observations, page 68.)

4. It is as clearly the duty as it would eventually be the interest of the Company, to encourage the Indians to settle to agriculture; but it is unfortunately also their interest, and that a more immediate one, to obtain furs, and to the latter the former is invariably sacrificed (*d*).

(*d*) Appendix, *passim.*

It is perfectly gratuitous to say that the Indians cannot be induced to cultivate the ground, and equally so that the Company have made any attempts to break them into the employment of agriculture (*e*). Wherever the experiment has been made, as, for example, at Red River by the Church Missionary Society, and at Norway House by the Wesleyan Society, it has been completely

(*e*) Testimony of retired servants.

Report—*continued.*

break them into the employment of agriculture in the parts of the territory most suitable to that purpose, those experiments have not been so successful as could have been wished; nor will this result surprise those who know how difficult it is to overcome the instinctive repugnance of the North American Indians to any employment requiring the application of steady and persevering industry.

(*f*) Appendix, 7, 8, 9.

The distinction which the memorialists draw between what the Company do themselves and what they do through others, though verbally correct, conveys a substantial misrepresentation. In instructing the natives, and in conducting their own business, the Company adopt one uniform rule, namely, that of employing the instrument fittest for their purposes; and on this principle they have employed the agency of the Church Missionary Society and the Wesleyan Missionary Society for the conversion of the natives, and of a Roman Catholic Missionary Society for the religious instruction of that portion of the mixed race who, being of French descent, have been brought up in the faith of the Church of Rome.

From near the Rocky Mountains in the west, to Rupert's River in the east, wherever the peculiar circumstances of the country would permit, and there appeared a fair prospect that missionary labours would be attended with success, there at some central point, from which various parts of the surrounding country could be visited, a missionary has been placed, and where practicable, a school established and a chapel erected. Those establishments are necessarily few, because as each of them must be considered the nucleus of a future village or settlement, no locality can properly be selected for such a purpose that does not possess resources available for the progressive enlargement of the establishment, and unfortunately such localities are far from numerous in Rupert's Land. In the greater part of the territory, the few natives whom it maintains are scattered in single families over an immense extent of surface, and the means of subsistence are so deficient, that to collect the inhabitants together in any numbers, would be to expose them to certain death from starvation; the Company, therefore, feel it incumbent on them to take care, that in attempting to remedy one evil, they do not create another and a greater evil.

(*g*) Appendix, 5, 33.

The Company bear willing testimony to the zeal and perseverance of the Church Missionary Society, but their services are not gratuitous, as stated in the memorial; all the societies that send missionaries to the Company's territories receive assistance from them; the Wesleyan missionaries are maintained, and provided with the means of conveyance from place to place at the Company's expense.

(*h*) Appendix, 19, 15, and Pamphlet.

The inhabitants of Red River Settlement amount to somewhat more than 5,000; of these rather more than half profess the Roman Catholic religion, and are under the spiritual charge of a Bishop, assisted by several priests. There

Observations—*continued.*

pletely successful. Were the Company to make an attempt in other parts of the country, it would be followed by a like gratifying result. It is one of the effects of the vicious system under which the fur trade is conducted, that the Indians cannot, if they wish, settle to agricultural pursuits. During the summer season their time is wholly occupied in procuring and storing up provisions for the use of the traders at the forts (*f*), who are as averse to the cultivation of the soil as the Indians themselves, and during the winter in procuring furs; both of which pursuits are incompatible with habits of agriculture.

The claims set up by the Company to the fruits of the exertions of the Church Missionary Society, on the ground that what is not done by them is done through them, has been already noticed and answered. The following extract from the balance-sheet of the society for 1845–6 will, it is hoped, set this point at rest:

North-West American Mission:

	£.	s.	d.
Expenditure	1,711	9	7
Contributions received and expended there	179	12	–
Supplies to the Missionaries	141	9	4
Two Outfits	107	8	4
Two Passages (in Company's ship), and Travelling Expenses	41	9	–
Freight, Shipping Insurance, &c.	81	–	3
£.	2,262	8	6

It will be seen from the above table of expenses incurred by the missionaries, and entirely defrayed by the society, that the Hudson's Bay Company, instead of contributing to their support, as they represent, actually derive a considerable profit from their connexion with them.

The expenditure of the Wesleyan Society on their missions in Hudson's Bay for the last year, as shown by their annual Report, was 991 *l.* 3 *s.* 10 *d.* There are four Wesleyan missionaries in Rupert's Land, each at a salary of 25 *l.* a year, with a smaller allowance for their wives and families if married, which they all are not, altogether amounting at farthest to not much more than 200 *l.* per annum. This leaves on an average between 700 *l.* and 800 *l.* a year for their maintenance; yet it is asserted in the Report, that the Wesleyan missionaries are maintained and provided with the means of conveyance from place to place at the Company's expense.

The Roman Catholic missionaries are in the same way supported by their respective societies (*g*).

The statement that occurs a little before, that the Company have established villages, churches and schools (*h*) at every practicable spot between the Rocky Mountains and Hudson's Bay, is a pure fiction from beginning to end.

The list of the churches and schools at Red River is perfectly correct, as also the statement, that at one of those schools three of the memorialists were educated. It is forgotten, however, to state, that these churches and schools are in no way connected

Report—*continued.*

There are four Roman Catholic schools, four Protestant churches, and nine Protestant schools, attended by nearly 500 scholars; at one of which, it may be remarked, three of the memorialists were educated.

It is not correct to say, that the Indians have been consigned to the care of the Company (*i*). They stand in no nearer relation to the Company than the aborigines of other colonies do to the British Government; and it may not perhaps be considered unreasonable to call upon the memorialists, who are so ready to depreciate the efforts made by the Hudson's Bay Company under every disadvantage for the civilization of the natives of Rupert's Land, to show that greater efforts have been made for the same purpose in other colonies, even under the most favourable circumstances of soil, climate and native habits. Were such a comparison instituted, the Company would have no reason to fear the result.

5. The charter, as has been already stated in No. 3, had no such objects as those here stated, and if it had, some of them at least could not be effected, by reason of the obstacles which nature has opposed to their accomplishment.

The spot best adapted to the purpose of agriculture in all the Company's territories, is where the settlement has been formed at the confluence of the Assiniboine and Red Rivers, and that is 700 miles from the nearest port, which is ice-bound nine months out of the twelve. The only medium of transport that the Company ever can afford is that which is now in use, namely, the lakes and rivers with which it abounds.

How the neglect of such improvements should add to the aggrandizement of the Company, does not readily appear. The Company are of opinion that, if they were practicable, they would tend greatly to their advantage.

6. To the charge, that the Company have resumed the trade in spirituous liquors with the Indians, and the insinuations which accompany it, the Company give the most indignant denial. The very terms in which the charge is couched, afford a striking instance of that recklessness of assertion which pervades the memorial.

The Company never entered into any obligation with the British Government to discontinue trading in ardent spirits with the natives of Rupert's Land, previously to their obtaining are newal of their license; the obligation extends only to the country situated to the north and west of their own territories. Nevertheless, they have abolished the trade over both regions, and if anything were needed to prove their sincerity in this matter, they might appeal to the facts, that, by their influence,

Observations—*continued.*

nected with the Hudson's Bay Company, and that the memorialists paid for what education they received at the rate of 30 *l.* per annum.

It is calculated to give a very erroneous idea of the relation in which the Company stand to the natives of Rupert's Land, to compare it with that of the British Government to the aborigines of other colonies. The Government of this country has nowhere, at any time, exacted the labour and undivided energies of a whole people for its exclusive benefit and aggrandizement. As regards the "licensed territory," the Company were invested with the right of exclusive trade over it solely on public grounds; for they cannot even claim the merit of having established the fur trade in this part of the country. This was done by the traders from Canada, who, by the superior influence of the Hudson's Bay Company, were deprived of the legitimate reward of their industry and enterprise.

(*i*) The Hudson's Bay Company undertake to civilize the Indians in return for their exclusive privileges of trade.

5. The obligation to improve the country entrusted to their management so as to fit it for a future colony, is inseparable from the condition on which the Company hold it. It is very clear, however, from this statement, that they neither wish nor intend to improve it.

The Red River Settlement (*k*) is not the only spot adapted to the purpose of agriculture within the territories claimed by the Company, and was, moreover, as has been already stated, not established by them, but by Lord Selkirk.

(*k*) Appendix, No. 8 & 9.

The neglect to improve the means of transport adds to the aggrandizement of the Company in more ways than one. As long as the country remains as it now is, and, as it is obviously their interest to keep it—a trackless wilderness—not only is it impassable to rival traders, but impervious to inquiry. Were a commission for this purpose to proceed at this moment to Rupert's Land, it is very evident that, unless accompanied by persons familiar with the country, it could not proceed a single step without the assistance of the Company, and, even if it could, would be anticipated and frustrated at every point by them.

6. With respect to the importation of spirituous liquors into Rupert's Land, it can be very easily ascertained, by a comparison of the annual returns of the Custom-house, whether or not it is on the increase. According to Sir George Simpson (*l*), the annual exportations to the country up to the year 1837 (when the Company applied for the renewal of their license), did not exceed on the average 43 puncheons, or 3,612 gallons, for the supply of the whole of the Company's territories east of the Rocky Mountains. This last year there were exported to Hudson's Bay alone 9,075 gallons of spirits of various kinds, showing an increase of nearly threefold, exclusive of what is exported to the Oregon territory, and supplied from Canada, which may be estimated at as much more (*m*). Besides this, there is now a distillery at the Red

(*l*) Sir George Simpson's Letter.

(*m*) *See* also Appendix, No. 11, 12, 13 & 14.

Report—*continued.*

influence, the settlers at the Willamette and the Russians at Sitka, have been prevailed upon to adopt the same course.

At a few of the Company's posts, near Red River, small quantities of spirits are occasionally given as presents to the natives who frequent those parts. The Company have been compelled to adopt this expedient in self-defence, there being no alternative but to surrender the trade in that quarter entirely to American interlopers, and their confederates, the traders of the half-breeds at Red River Settlement, who barter spirits for furs in their clandestine dealings with the natives. This is an example of the effects of competition, and it may serve to convey an idea, though a very imperfect one, of what would result were the whole of the Company's territories equally accessible to adventurers of every description, having no stake in the country, and outbidding one another in the scramble for furs. Rum would become the universal medium of exchange with the natives, and the most liberal distribution would carry off the prize.

(*n*) *See* License.

(*o*) Appendix, No. 14.

7. If the present resources of the country are diminishing, it is not by the demand of the fur trade, but by the wanton destruction of animal life which, great as is, would be still greater were it not checked by the influence of the Company's officers and servants; and were it true that the larger portion of the native population can no longer find subsistence, their numbers would diminish; whereas, according to the best information that can be obtained, they are said to be increasing.

(*p*) Appendix, No. 10, 11, and Testimony of retired Servants.

(*q*) Appendix, 21, 22, 23, 24, 25, 26 & 27.

8. The missionaries are not excluded from the more northern parts of the country by the Company, who have no power to prevent their going thither but by the obvious impossibility of their doing any good if they went.

That some of the natives of those parts are occasionally reduced to great distress, is too true; but this is not so much owing to the scarcity of the means of subsistence as to the want of foresight and to habits of indolence, the active hunter being always able to maintain himself. Were it not for the relief afforded by the Company's servants, this distress would be greatly aggravated. Wherever the Company's posts are situated in the poorer parts of the country, provisions are sent thither from districts where there is abundance. The means of subsistence, instead of being exhausted, are thus equalized, and the distribution of the stores so collected often saves the Indians from those extremities of famine which the memorialists so charitably impute to the presence of the fur trader.

(*r*) Appendix, *passim*.

The

Observations—*continued.*

Red River Settlement, the quantity supplied from which it is impossible to ascertain.

It is not easy to conceive what can induce the Company to deny that they ever entered into any obligation with the British Government to abolish the trade in ardent spirits previous to the renewal of their license in 1842. In the original grant of 1821 there is as plain and specific a provision for this purpose as the language will admit (*n*). (See also, "Observations."

It is admitted that the issue of ardent spirits has been resumed in the neighbourhood of Red River, but this is justified on the plea of the injury that would otherwise arise to their trade in this quarter.

There can be no more conclusive proof than this, that the distribution of spirituous liquors, where discontinued at all, has been nowhere discontinued on principle (*o*). It shows, also, how readily the Company will sacrifice the acknowledged interests of the natives to the slightest consideration of gain. "This is an example of the effects of competition," say they; and to give force to their singular argument, exemplify those effects by themselves engaging in the trade. The assertion, that the half-breeds at Red River barter spirits in their clandestine traffic with the natives, carries with it its own refutation. It is very clear that they could not supply intoxicating liquors to the Indians, unless they obtained them in the first place from the Company.

7. The memorialists are not singular in attributing the diminished resources of the country to the presence of the fur traders (*p*), who discourage agriculture, and depend entirely on the provisions collected for their support by the Indians. When the authors of the Report say that the Indians are increasing in numbers, they say what they know to be untrue (*q*). Their referee, Mr. Thomas Simpson, nowhere states that "they are increasing;" he speaks only of the single tribe of Chippewyans. It is but too certain, on the contrary, that the native population throughout the country is fearfully decreasing.

8. Whether the Company have the power of excluding missionaries from the northern districts or not, it is very certain they have done so, as in the case of Mr. Evans, who was not permitted to establish a mission in Athabasca. Mr. Cockrane also met with great opposition in the formation of the Indian mission at Red River.

If the distress to which the Indians are often reduced be attributable to their own want of foresight and habits of indolence (*r*), how is it that this distress is always aggravated in proportion to the length and intimacy of their connexion with the Company? The provisions which are sent from one district to another, as described in the Report, are for the use of the residents at the forts, who have rarely enough for their own consumption in such cases, much less any superfluity to dispense to the Indians, who are not in the least degree benefited by the arrangement.

Whether the articles supplied by the Company to the Indians are of the first necessity or not, will be best seen from the articles themselves,

Report—*continued.*

The goods supplied to the Indians, instead of being worthless, as the memorialists represent them, are almost entirely articles of the first necessity; and the very moderate profit realized by the Company is a proof that the prices are not exorbitant.

9. Migratory pursuits are the essential condition of Indian life in the northern regions, which, if inhabited at all, must be inhabited by hunters and fishers, leading a precarious life, as, owing to the rigour of the climate, no subsistence can be obtained from the soil to the north of the 54th parallel of latitude. It would no doubt be desirable to wean the natives of such a climate from their wandering habits, and transplant them to a more genial region; but has it ever occurred to the memorialists to ask themselves the question, "how this is to be accomplished?"

Many of the natives, however, have good leather tents, and all might probably have them if they were industrious. If they go half naked, it certainly is not owing to the exorbitant prices demanded for the clothes furnished by the Company; and even if they should get some things cheaper than they now do, were the fur trade thrown open (which is not admitted), that would afford but a poor compensation for the evils which competition would assuredly bring in its train, and of which the records of the Colonial Office contain abundant evidence.

It is very disadvantageous to the Company to supply them with goods on credit, but it is the unavoidable consequence of an improvidence inherent in Indian nature. It has been found impossible to alter the system without subjecting the natives to great suffering; indeed, in many cases, to almost certain death. The attempt has been repeatedly made by cancelling their debts, and paying them in the spring for the produce of their winter hunts; but it has always been found that in the fall of the year they must either be supplied with a fresh outfit, or be left without the means either of protecting themselves from the inclemency of the climate, or providing food during the winter.

The attack upon the Company's officers is equally unjust and malignant; there is no class of men who have more frequent calls upon their benevolence, or who answer such calls more readily. In point of mental and moral cultivation, they are at least equal to those of their own rank in this country; and to say that their deity is gold, to obtain which they trample down Christianity and benevolence, is as gross a calumny as ever was uttered.

10. The enterprising natives here alluded to, are settlers at Red River of mixed race, and the Company, who are their best customers, afford them every possible assistance in exporting their produce, and importing their supplies under proper regulations; but furs, which are no part of their produce, must be excepted. Such furs as they hunt themselves are purchased by the Company, but trafficking with the Indians cannot be permitted. Their argument on this point is quite untenable. The circumstance of their being born in the country may entitle them to call themselves natives, but it neither conveys to them any privileges belonging or supposed to belong to the aboriginal inhabitants, nor does it divest them of the character of British subjects, all of whom are precluded by the Company's

Observations—*continued.*

themselves (*s*), and the same remark will apply to the very moderate profits they profess to realize from the trade.

(*s*) *See* Tariff in Pamphlet, and Appendix, 28, 29, 30, 31, 32.

9. It is not correct to say that the soil of the northern parts of the fur territories is incapable of cultivation (*t*); good crops of barley, oats and potatoes, and even wheat, have been raised on the banks of Mackenzie's River as far north as the Arctic Circle.

(*t*) Appendix, No. 8 & 9.

The evils of the competition in the fur trade were due entirely to the lawless and unprincipled character of those engaged in it (*u*), and the absence of law and authority in the country. It is not just that the Indians should be made to suffer for the misconduct of the traders.

(*u*) Appendix, No. 33.

The debt system is imposed upon the natives as a stimulus to their industry. Were they not kept in debt, they would gradually fall off from the forts, and relapse into their original state of independence.

The memorialists can have no interest in wantonly aspersing the character of the Company's officers, who are their own fathers. The sentiments which they have considered it their painful duty to express on this head are but too amply corroborated in the Appendix (*x*).

(*x*) Appendix, No. 15, 16, 17, 18, 19, 20.

10. Against this statement there is that of the petitioners (*y*), that the Company, instead of affording the half-breed merchants any assistance in exporting their produce, throw every impediment in their way, lest, by being placed in a position of independence, they should acquire too much influence over their countrymen. As to the arguments that the half-breeds do not inherit the rights of their maternal ancestors, that has been already disposed of.

(*y*) *See* Petition and Instructions.

The covenants here spoken of are not the original contracts of the settlers, whose chief subject of complaint has always been that the Company refuse to give them any legal title to their lands (*z*). The land-deed* which accompanies the Report has only recently been prepared, and is now in the course of being

(*z*) Instructions to the Memorialists. **Vide* copy of Land Deed at p. 45.

Report—*continued.*

Company's charter from trafficking in furs within its limits, without a license from the Company, and the Red River settlers are additionally bound, by the covenants under which they hold their lands, to abstain from such traffic.

11. Considerable quantities of furs procured in the Company's territories, by illicit traffic, are annually conveyed in a clandestine manner to the United States. In one instance the offending party was detected and the furs seized, but instead of their being forfeited, as they might lawfully have been, a fair price was paid for them by the agents of the Company; but there is no instance on record of any person having been imprisoned for such an offence, nor are the Company aware that any application for redress in such cases has ever been made to the local courts.

12. The Company entertain no fears for the preservation of the public peace at the Red River Settlement. The settlers have bound themselves to maintain it, and there is every reason to believe that the great majority of them will fulfil their obligations. Should any act otherwise, they must take the consequences.

If the Red River hunters trespass on American ground, the American Government may lawfully warn them off, and prevent them from so doing. That, however, ought not to be considered as a misfortune; for if they understood their true interest, they would abandon the chase and apply themselves solely to agriculture, which would abundantly supply them with the means of living comfortably. They would thus lead a life of less excitement, and their energies and hopes would be directed to more civilized pursuits.

From the manner in which the memorialists express themselves, it might be supposed that the Company lay claim to the proceeds of the buffalo hunts. No supposition, however, could be more erroneous; and as to the charge of distraining and imprisonment, that has been already disposed of as far as furs are concerned, as has also the claim of the half-breeds to be considered the original owners of the soil. With respect to the buffalo hunting, there has never been any restriction whatever.

Observations—*continued.*

being forced upon the Red River colonists, many of whom have very properly refused to sign it.

11. The nature of this assertion does not admit of anything but assertion in answer, for which see Petition and Instructions.

12. The opinions expressed in this paragraph, as well as throughout the Report, show a low and imperfect estimate of the question at issue.

The injustice of depriving the natives of their accustomed privilege of hunting the buffalo, without which it is not easy to see how they can subsist, is not once considered. The only answer to their well-founded remonstrance against this unjust and cruel deprivation, is an injunction to apply themselves solely to agriculture at Red River. Suppose this done, how are they to clothe themselves and families from the produce of their farms, for which they can find no market? The chase of the buffalo is not resorted to so much from choice as from necessity, the skins of these animals forming necessary articles of clothing to all the inhabitants of the colony, while the dried meat, pemican and tallow, collected during the season of hunting, form more or less the dependence of most of the native families during the winter, and meet at all times with a ready market in the settlement. In consequence of the restriction to which the Red River hunters are now subjected, the recommendation of the Report has been, in a great measure, carried out, and none have been greater sufferers from it than the Company themselves, who have this year been obliged to charter an additional ship to Hudson's Bay with provisions, to enable them to carry on their business, in consequence of the failure of the usual supply from the colony.

The Company characteristically take credit to themselves for not claiming the proceeds of the buffalo hunt. Considering that the hunting-grounds are situated entirely within the United States' territory, and, therefore, beyond their jurisdiction, this extraordinary liberality cannot fail to be duly appreciated by the Red River colonists. It may not be out of place, however, to inquire here how the Hudson's Bay Company, with a charter of "unquestionable validity," under which they might lawfully have claimed the country watered by the Red River and its tributaries, have permitted nearly the whole of this fine territory to pass without remonstrance into the possession of the United States, just as by the treachery of their superintendent in Oregon, and the culpable concealment of the discoveries of their agents, they have lost the best part of that beautiful country also to Great Britain. The loss to the nation of these extensive and valuable tracts is but one, and that the least of the evils

Report—*continued.*

evils which have resulted from the management of the country being entrusted to the Company.

The numerous and interesting inhabitants of these territories, notwithstanding their strong attachment to the British Government, and their hereditary claims on its protection, have, with the soil on which they were born, been cruelly abandoned to a power they have always regarded with feelings of aversion and abhorrence (*a*).

13. When the memorialists say that the ignorance and barbarism, the crimes and sufferings of the natives are ascribable to the Hudson's Bay Company, they make one of those extravagant assertions that carry with them their own refutation. Nothing is more obviously the interest of the Company (supposing them to be swayed by no higher considerations), than to prevent crime and sufferings, and to promote peace among the natives. This is the course which their servants are uniformly directed to pursue, and which has produced the happiest results.

The attempt made to invalidate the testimony of Sir George Simpson, will not answer the purpose of the memorialists, nor is the evidence of Mr. Alexander Simpson admissible in this case. That gentleman, at the time when the book referred to was published, was smarting under the rejection of an exorbitant and groundless claim, and stood towards the Company in the relation of a discontented servant. The *animus* of his publication may be gathered from the facts, that he suppressed the most material parts of his correspondence with the Company, and excluded from the quotations which he made from Mr. Thomas Simpson's work every sentence that spoke favourably of the Company. To Mr. Thomas Simpson's work (which it may be remarked had been published previously under the superintendence of Mr. Alexander Simpson), the Company willingly appeal; and some extracts from that work are subjoined to this paper, which, so far from corroborating the statements of the memorialists, show them to be without foundation. No man in the Company's service has such opportunities as he enjoyed of becoming acquainted with their management, and none was better able to appreciate its effects.

The Company consider the opinions expressed in this paragraph to be as erroneous as the statements on which they profess to be founded have been found to be. They are of opinion that the policy which they pursue is wise and salutary; and of that policy, it is an essential feature that their intercourse with the natives should be marked by a regard to their welfare, from which their own interests are inseparable. It is not true that their sole aim is avowedly to draw the greatest possible revenue from the country;

Observations—*continued.*

13. It has already been explained how, with a positive interest in the welfare and prosperity of the natives, the Company, impelled by a desire of immediate gain, have brought ruin and impoverishment upon many of those tribes with whom they have come in contact. Their agents are dispersed over the country, with one single aim and one single duty, namely, to procure furs. To ameliorate the condition of the native population forms no part of their instructions, nor is considered as coming within their province, and is accordingly left for those who have a taste for such occupations.

The relation in which the Indian stands towards the Company, is that of the slave to his owner. Just as it is the interest of the slave-holder that his bondsman should be well fed, well clothed, and possess health and strength to labour for his master's profit, so is it the interest of the Company that the Indian should enjoy every physical comfort his condition and circumstances will admit, as he becomes thereby a more valuable and efficient instrument for their aggrandizement. They have not, it is true, like the slave-holders of America, passed laws against education to perpetuate that ignorance which is the common aim of both, and indeed the essential condition of their rule. That object has been better attained by debarring the Indians from every civilizing influence, and leaving them to educate themselves. And thus have these unhappy beings been for centuries the prey of a succession of needy adventurers, who have made a market of their necessities,* and speculated upon their ignorance and imbecility.

The fur trade, from its nature, must constantly be diminishing, and can only be kept at a uniform standard by increased exertion on the part of the hunters, the result of which is, the gradual impoverishment of the country, and the ultimate extinction of those animals on which the natives depend for subsistence. Hence, the yearly recurring famine, from which to a people ignorant of agriculture, there are no means of escape, and the train of unnatural and revolting crimes to which such suffering stimulates the savage.

These and many other evils, the fruits of the fatal and disastrous connexion which has so long subsisted between the Hudson's Bay Company

(*a*) *See* Testimony of Major Long, Appendix, No. 35.

* The following extract from one of Mr. Thomas Simpson's Letters, who is described in the Report as so familiar with the working of the Company's system, will illustrate the observations in the text. Writing to his brother, he thus announces the introduction of missionaries into the country, "Three Wesleyan missionaries have come in for Lake La Pluie and the Saskatchewan; and furs have fallen 15 to 20 per cent. Ominous signs, these, saying plainly, 'Make hay while the sun shines.'"—*Life and Travels of Thomas Simpson.*

Report—*continued.*

country; their views are directed not to temporary, but to permanent objects; and with those views the course which they are represented as pursuing towards the native race would be completely incompatible.

What the testimony here alluded to may be, does not appear, as none has yet been adduced, or wherever it may be, if it place the accuracy of the statements beyond dispute, further corroboration would seem to be unnecessary.

The people who are described as being able, but not having the power to help themselves, are the Red River half-breeds, whose peace and prosperity, as far as the Company know, have never been interrupted. If they have any grievances to complain of, and remedies to propose, due consideration will be given to them.

Observations—*continued.*

Company and the natives of Rupert's Land, were unknown in the early history of the country.

The concluding remarks of the Report on the letter of Mr. Alexander Isbister (one of the memorialists), dated 5th March, to the Secretary of State for the Colonies, now remain to be noticed.

The professed aim of these remarks is to set aside the testimony of Messrs. Beaver and Simpson, brought forward in corroboration of their statements by the memorialists, on the ground that they stand towards the Company in the relation of discontented servants. The fact of the discontent of these gentlemen, and the reason of it, rest, it is to be observed, entirely on the assertion of the Company, and it has been already seen that their assertions occasionally require proof.

Nothing can be easier than to get rid of inconvenient testimony in this way, if the principle be once admitted, that a simple charge of discontent is sufficient to incapacitate a servant from appearing in evidence against his former employer. The existence of a cause of complaint affords a very intelligible reason why the complainer should divulge information he would otherwise have been inclined to withhold, but no argument against the facts he may adduce, until these facts be impugned or disproved. In the case of Mr. Alexander Simpson, this has not been attempted. It would no doubt be very convenient for the Company, if his testimony could be summarily dismissed by their statement, that "it is inadmissible in the case." Unfortunately, however, Mr. Simpson having been for many years in their service, and for some time himself a shareholder, has in his possession ample means of proving the correctness of his statements, and is at present in this country ready to do so; and of this the Company are perfectly aware. As to the accusation brought against him of excluding from his quotations from his brother's work whatever speaks favourably of the Company, he has excluded no more that what from his brother's own letters appears to be untrue (see Contrasts); so far, indeed, from being influenced by motives of resentment in his observations on the state of the Hudson's Bay territories, it will be found from a perusal of his work, that he uniformly speaks of the Company in a spirit of moderation and fairness which offers a marked contrast to the accounts of the various other authors cited in the Appendix, (his own brother, for example), who labour under no imputation of prejudice against that body.

Mr. Beaver's testimony is attempted to be got rid of in a similar way: "he parted from the Company a disappointed and discontented man."

So various and contradictory are the accounts given of this gentleman in the various publications of the Company (according to the particular purpose of the moment), that it becomes somewhat difficult to give anything like a precise or definite answer to the objections that have been brought against his testimony. It will perhaps afford the best refutation of those objections, and best illustrate the contradictions into which the Company have fallen in their anxiety to throw discredit on his statements, if these conflicting accounts are here brought in contrast.

From Mr. Beaver's own letter to the Aboriginal Society, it appears that he resided at Fort Vancouver from 1836 to 1838, when he finally left the country, having been the only recognized missionary (not American) who ever entered that territory.

During the short period of his residence there, he is described by Sir George Simpson as "having established missions and schools at several of the Company's principal depôts or forts on the Columbia River, west side of the Rocky Mountains."

According to the Report, on the other hand, he never left Fort Vancouver at all; and while there, occupied himself chiefly in exhibiting his "dissatisfaction with everything and everybody, and creating dissensions among the inmates of the fort; and after two years of contention, quitted his post in 1838, leaving the objects for which he was appointed in a great measure unaccomplished."

According to Mr. Thomas Simpson, writing in 1843, he had, it seems, made his appearance once more at Fort Vancouver, in his old capacity of "principal chaplain;" whereas Mr. Beaver was actually at this time at the Cape of Good Hope, where he still is. Again, it is stated in the Report, that the Company, upon his return to England, were obliged to dispense with his further services, upon which he parted with them a disappointed and discontented man.

In

In another place it is made a subject of complaint against him, "that he would not wait at Fort Vancouver to see his suggestions for the improvement of the native population adopted, but announced his intention of returning to England, though before he received replies to his various representations," from which it would appear that he had previously dispensed with them.

Mr. Beaver is censured, and that in no very measured terms, for "attributing to the Company's servants on mere hearsay, crimes, of which a little inquiry, had it suited his purpose to inquire, would have shown them to be innocent." This accusation next subsides into a charge of exaggeration, while a little farther on, those very crimes (of which their servants were first entirely innocent) are explained away, or justified as acts of self-defence. To reconcile these curious and remarkable discrepancies, is not the province of the memorialists; to attempt anything in the way of answer is obviously out of the question, and indeed unnecessary, as they sufficiently answer themselves.

The only circumstance calling for notice in the attack on Mr. Beaver, is the attempt made to invalidate his testimony, by means of some extracts from his letters to Mr. Harrison, the Deputy-governor of the Company. These extracts, however, are in no sort of contradiction to his letter to the Aborigines Protection Society, and contain, indeed, nothing which any man in his situation, willing to make every allowance for the neglect the Indians had experienced previous to the arrival of a clergyman among them, might not be expected to have written. The school he found established at Fort Vancouver, though highly creditable to Dr. M'Laughlin, whose individual act it was, is, it is only proper to observe, a self-supporting institution, being maintained by the labour of the boys, who, according to Mr. Wilkes, fully earn their own livelihood.

The facts recorded by Mr. Beaver in his publication can at any time be proved by the evidence of several persons now in England, who were on the spot at the time they occurred. One of these, it may be remarked, witnessed from the deck of his ship the massacre recorded, the particulars of which are inserted in his log-book now in his possession, and were reported, as Mr. Beaver says, to the gentlemen in charge of Fort Vancouver, by whom no notice was taken of it.

It is quite possible that the Company may not be aware of any instance, except that recorded by Mr. Thomas Simpson, in which the lives of the natives have been sacrificed by their servants. There are, however, but too many well-authenticated cases of this nature, which an inquiry will at any time bring to light. They cannot, however, plead ignorance to the fact, that two (*b*) out of the three who were concerned in that dark transaction, were re-admitted into their service (where they still continue), on their acquittal in Canada, the third having been sentenced to transportation.

(*b*) Jourdain and La Graisse.

They also deny that the tariff exhibited by Mr. Isbister is in use in any part of the territories under their management. The value of this denial will appear from the extracts under the head of trade, from Sir John Richardson, Lieutenant Chappel, and Dr. King, Appendix 28, 29, 30, 31,32, as well as from the following Declaration :—

"We, the undersigned, late of the Hudson's Bay Company's service, being requested to state whether the tariff given by Mr. A. K. Isbister, in his pamphlet intituled 'A few Words on the Hudson's Bay Company,' is used in any part of the Company's territories, do testify and declare, that with the exception of rum, which is not sold to the Indians so far north, the different articles stated in the tariff are bartered with the Indians at the rates there mentioned, in the district called the Mackenzie's River District, and we believe that, so far as it goes, it is a true statement of the prices paid to the Indians for their furs in that part of the Hudson's Bay Company's territories where we resided several years.

"James Banks, witness.
"John Sutherland, witness."

his
"*Peter* × *Walls.*
mark.
"*John Sandison.*
"*William Nicholson.*"

"STATEMENTS corroborating the Assertions of Sir *J. H. Pelly* and Sir *George Simpson*, and disproving those of Messrs. *Beaver* and *Simpson*."—Hudson's Bay Company's Report, Appendix (*a*).

UNDER this head are brought together various extracts from the works of Messrs. Wilkes, Parker, Dunn and Thomas Simpson, in support of certain statements of Sir John Pelly and Sir George Simpson, on the part of the Hudson's Bay Company (*see* Pamphlet *) As regards the value of the testimony here brought forward, it is unnecessary to add anything more to what has been stated in the introductory observations on Sir John Pelly's letter. Such as it is, however, it has seldom any real bearing on the particular points impugned by the Memorialists, which have not always been kept in view in the so-called corroborations.

* At p. 85.

The assertion with which the statement opens is altogether fallacious. As has been already stated, the Company, on receiving their license of exclusive trade in 1821, as well as on the renewal of that grant in 1842, came under a positive obligation to introduce Christianity and civilization among the Indians. An extreme anxiety is manifested throughout the Report to disclaim this obligation, and considering the manner in which it has been fulfilled, this is not surprising. The sincerity of this disclaimer will appear from the following extract from Sir John Pelly's letter to Lord Glenelg, on the occasion of his applying for a renewal of the

Company's license in 1837, in which it will be seen that this obligation, now denied, was then as anxiously paraded. "By the Report of Mr. Simpson, your Lordship will likewise see what has been done up to the present time in reference to the native population, in accordance with the benevolent provisions contained in the license of exclusive trade under which the Hudson's Bay Company conduct that part of their business situated beyond the limits of the territories they hold under their charter." Of these "benevolent provisions" the Company now profess an entire ignorance.

Whether they have, as they profess, assisted and prepared the way for the Church Missionary Society, can be best ascertained by inquiry of the society's officers in England.

The last sentence of the quotation from Mr. Alexander Simpson, given in the Report, referring to the introduction of ("10 or 12") Wesleyan missionaries into the country since 1839, was omitted in Mr. Isbister's table of contrasts, for the following reasons:

1st. The statement it contains is incorrect in point of fact. There were never more than four Wesleyan Missionaries in Rupert's Land. Mr. Simpson, as is evident from the expression he employs (10 or 12), spoke from report, in which he was mistaken. If the inaccuracy can be of any benefit to the Company, however, they are welcome to it.

2dly. What occurred since 1839, can have no bearing, either in proof or disproof, of what Sir George Simpson asserted to have taken place previous to 1837. The quotation itself, it may be remarked, is incorrectly cited; there being no mention in the original of missionaries being "introduced by Sir George Simpson."

In reviewing the several statements in detail, it will conduce to brevity, and exhibit more clearly the character and degree of proof by which each is supported, to throw the whole into a tabular form.

Assertion.	Proof adduced.
1. It was stated by Sir George Simpson, that between the years 1821 and 1837, the Company had established two Protestant and two Catholic missions, and 13 schools under the management of their chaplains at Red River settlement (not the chaplains, as it is incorrectly quoted in the Report.)	An extract from the Bishop of Montreal's Journal, showing that there were at that time the number of missions and schools here stated.

It was never denied that there were missions and schools at Red River, but that the Company had established them, as Sir George Simpson asserted, and of which he has not produced any proof.

2. "The Hudson's Bay Company have likewise established missions and schools at several of the depôts or posts on the Columbia River, west side of the Rocky Mountains, under the management of another of their chaplains."—*Sir G. Simpson's Letter.*	2. (*a*) An extract from Mr. Thomas Simpson's work,—"The Company's principal chaplain resides at Fort Vancouver," &c. given at length at page of 12 the introduction (*b*). Extract from Mr. Beaver's letter to the Committee, describing a school that gentleman found in operation on his arrival at Fort Vancouver.

The whole of this assertion, as well as the corroborative extract from Mr. Thomas Simpson, has been already disproved from the evidence of the Report.

The school Mr. Beaver describes was established by Dr. M'Laughlin, and, as already mentioned, supports itself. As he was altogether only two years in the country, during which he never left Fort Vancouver, the assertion that he established missions and schools at several of the Company's posts, is obviously flagrantly incorrect.

Assertion.	Proof adduced.
17. "I have no hesitation in saying, that the native population of the countries through which the Hudson's Bay Company's business extends, never derived any real benefit from their intercourse with the whites, until the fur trade became exercised under the existing license. "In proof of this, the population of some of the tribes, previous to that time sensibly diminishing, is now increasing. "On the banks of the Columbia River, we are directing our attention to agriculture on a large scale. I have also the satisfaction to say, that the native population are beginning to profit by our example, as many formerly dependant on hunting and fishing, now maintain themselves by the produce of the soil."	(*a*) Extract from Mr. Parker:—"Thus I am putting myself without fear into the hands of the Indians, where a few years ago an escort of 50 men was necessary," &c. (*b*) Second extract from same,—"The gentlemen of the Hudson's Bay Company deserve commendation for their gentle treatment of the Indians," &c. (*c*) Extract from Mr. Dunn, drawing a very just contrast between the conduct of the English and American traders. (*d*) Extract from Mr. Wilkes, "An opinion has gone abroad, I do not know how, that at this post there is a total disregard of morality and religion. I feel myself bound to state the contrary," &c. (*e*) Second extract from same, containing an account of the school described in the previous paragraph by Mr. Beaver, from which it would seem the school had decreased nearly one-half since that gentleman left.

It

It is to be observed, with respect to these extracts, that they are for the most part of a relative character, designed to exhibit the contrast between the English and American traders, which it is but small praise to say is given, and that justly, in favour of the former.

The true explanation of Mr. Parker's first extract is to be found in the fearful depopulation of the Indians in this part of the Company's territories which Dr. M'Laughlin estimates at nine-tenths of the entire population since the year 1829. Mr. Townsend justly attributes the change described by Mr. Parker to this cause; the Company very naturally claim it as the result of their own superior management. They will not, perhaps, take it ill, that others entertain a different opinion. Appendix, No. 26.

(*b*) Mr. Parker's second extract affords an instance of the very slender foundation on which that gentleman occasionally rests his opinions. By a reference to his journal, which is kept in the form of a diary, this entry relative to the gentle treatment of the Indians by the gentlemen of the Hudson's Bay Company, and the efforts which some few of them have made to instruct those about them in religion, is found under the date of the 7th October, when it seems that he had been exactly one day within the limits of the Company's territories, had visited one of their establishments, and had an opportunity of becoming acquainted with one of their officers. If Mr. Beaver is to be credited, he afterwards found reason to modify this opinion, or at all events had, like most others, a private as well as a public opinion of the Company. "There was a missionary here (at Fort Vancouver) of the name of Parker, for nearly a year. He arrived at Oahu, in the 'Columbia,' the day before ourselves, and spoke in no very respectful terms of an establishment where he had received many substantial marks of hospitality, more than board and lodging."—*Letter to Mr. Harrison*, Report, p. 23.

(*d*) The improvement Commodore Wilkes describes as having taken place at Fort Vancouver at the time of his visit, is highly gratifying. That a similar improvement is much needed in other parts of the country not so accessible to visitors as Fort Vancouver, will be seen by a reference to the Appendix (No. 15, 16, 17, 18, 19 & 20.)

(*e*) The school described by Mr. Wilkes, is the same referred to by Mr. Beaver. Mr. Parker also mentions it in the following terms: "There is a school connected with this establishment, for the benefit of the children of the traders and common labourers, some of whom are orphans, whose parents were attached to the Company; and also some Indian children, who are provided for by the generosity of the resident gentlemen."

18. It is to be hoped that the instructions issued by the Company for the suppression of the traffic in slaves will have the desired effect.

19. "At the Red River and Columbia schools, children are educated belonging to many of the distant tribes.

"We are using our utmost endeavours in every other part of the country where the climate and soil admit of it, to collect the Indians into villages, and direct their attention to agriculture, as the first step towards civilization."—*Letter of Sir G. Simpson*, dated 1 February 1837.

(*a*) Extract from a letter of Mr. Beaver, in which he speaks of some measures in contemplation for the civilization of the Indians.

(*b*) Second extract from same, dated October 1837, containing an account of "the first attempt" of the natives at the cultivation of the soil.

(*c*) Third extract from same, complaining of the encouragement given to American emigrants and missionaries.

(*d*) Extract from Mr. Parker, gratefully commemorating the civilities and hospitality he had experienced at Fort Vancouver.

It is needless to say these extracts afford no confirmation of the statements they were intended to support. On the contrary, as far as the accuracy of Sir George Simpson's assertions is concerned (which is the particular point now under consideration), they show them to be without foundation; that up to the date of that gentleman's letter, instead of any measures having been taken, as he states, for the civilization of the Indians, and directing their attention to agriculture, nothing whatever had been done for this purpose. Mr. Beaver's letter, detailing the "first attempt" of the natives in the vicinity of Fort Vancouver at the cultivation of the soil, is dated October 1837, and could not have reached England before the year after. Sir George Simpson's letter is dated 1st February 1837, of course before he could have any knowledge of its being made. As neither Mr. Wilkes nor Mr. Parker make any allusion to any settlement of Indians, it may be inferred that this "first attempt" was never followed by a second. This was, indeed, unnecessary, as the Company, shortly after this, obtained a renewal of their license.

Of the assertion that "the Company are using their utmost endeavours in every other part of the country to collect the Indians into villages," &c., no proof whatever is offered. It would be, indeed, not a little extraordinary if there were.

(*d*) The extract from Mr. Parker is purely personal, and has no reference whatever to the point under consideration. It furnishes, it may be observed, a very intelligible key to the testimony he has borne to the Company.

To estimate the true character of the Company's policy, and of those efforts for the civilization and moral and religious improvement of the natives, of which they claim the credit, it will be necessary to bear in mind that Fort Vancouver, and, until very recently, the settlement on the Red River, have, strictly speaking, been all along without the pale of their authority, while, from their proximity to the United States and Canada, they have been at all times, more or less, accessible to visitors. For the purposes of the fur trade, these districts have ceased to be valuable to the Company, the game of the surrounding country having

having been long ago exterminated; and hence it is no longer their interest to interpose any obstacle to the instruction and civilization of the inhabitants, as long, at least, as they can be isolated (as is the case at Red River) from the Indians of the interior. Accordingly, while the settlement has been, perhaps, better supplied with the means of instruction than the same amount of population even in England, in the immense interior territory situated to the north of this, such measures of improvement only have been permitted, or may hereafter be looked for, as are forced on the Company by public opinion or by the direct interposition of the Legislature. As will be apparent from the extracts from Mr. Thomas Simpson's correspondence, the enlightenment and civilization of the Indians is associated in the minds of the traders with the apprehension of a diminution of their profits. It is, therefore, hopeless to expect from them any sincere or effective co-operation with the objects of the missionaries.

PROFITS of the TRADE, &c.

THE particular point for consideration here, is the "equitable and liberal system of trade" adopted by the Company in their dealings with the natives. The extracts from Mr. Wilkes and Mr. Dunn have, however (with one exception), no reference whatever to this subject. Extract (*c*) from Mr. Wilkes, describes the mode in which the trade is conducted, but gives no information whatever as to the rates at which goods are bartered with the Indians. Referring, moreover, only to the manner in which the trade is conducted at Fort Vancouver, it affords no criterion of the system which is adopted in other parts of the country where the Indians have not, along the frontier, access to rival traders.

Appendix, 29 & 30.

APPENDIX.

No. 1.

To the Secretary of the Aborigines Protection Society.

No. 6, Bird-street, St. George's, East,
12 April 1847.

My dear Sir,

I AM sorry to inform you, that I can no longer remain in London, in consequence of having no longer the means of supporting myself on shore. You are aware that I am brought up to the sea, and I am about to make a short voyage to Quebec, to recruit my funds. I hope, however, this will not injure the cause which I have so much at heart, as I hope to be back in sufficient time to give my evidence at any investigation in reference to the Hudson's Bay Company which may take place, and support the statements I have already authorized in the memorial to Earl Grey, to which my name is attached.

I believe I informed you of the base and dishonourable attempt of Sir George Simpson and others to induce me to withdraw my name from our memorial, and thus to throw discredit upon its statements; and I now submit to you a convincing proof of the truth of my assertion, in the enclosed document, drawn up under the direction of Sir George Simpson, and in the hand-writing of Mr. William Smith; certain portions, however, which you will readily recognize being in the hand-writing of Sir George Simpson himself. As you will at once see, it was drawn up for me to copy and sign. I need not say with what indignation, and even shame for the parties who drew it up, I received this disgraceful overture.

I hope my absence will not injure the success of the good cause in which we are engaged. I intend to collect further evidence in our favour in Canada, where there are many persons residing who can give important information on the subject of the conduct of the Hudson's Bay Company towards the natives.

With the most heartfelt gratitude for your kind and disinterested efforts in our behalf.

I remain, &c.
(signed) *John Stuart M'Leod.*

The Secretary of the Aborigines Protection Society,
9, Lower Brook-street, Berkeley-square.

The following is a *fac-simile* of the document referred to in Mr. *M'Leod*'s letter :—

London, 6, *Bird-street, St. George's-in-the-East*,*
20 *March* 1847.

Dear Sir,

I RETURN you the Memorial, which I have now carefully read over, and I feel bound to say, that if I had done so before I signed it, I never would have put my name to it. The truth is, I really know nothing whatever *personally* ~~respecting~~ about the matters there stated; but I signed the paper, being told that the half-breeds at Red River wished it, and that it would be for their good.

I am,
Dear Sir,
Your very obedt.

Sir George Simpson,
Hudson's Bay House, London.

---

* The words printed in *Italics* are in the hand-writing of Sir George Simpson, and the rest in that of Mr. William Smith, Assistant Secretary to the Hudson's Bay Company.

No. 2.

No. 2.

The attention of the chief to myself and those immediately about me, particularly in sending down fresh supplies previous to my arrival, I feel fully grateful for; but I cannot conceal my disappointment at the want of accommodation exhibited towards the crews of the vessels under my command in a British possession.

We certainly were not distressed, nor was it imperatively necessary that fresh beef and vegetables should be supplied, or I should have made a formal demand. But as regarded those who might come after, and not improbably myself amongst the number, I inquired in direct terms what facilities Her Majesty's ships of war might expect in the event of touching at this port for bullocks, flour, vegetables, &c., and I certainly was extremely surprised at the reply that they were not in a condition to supply. As any observations here would be useless, and I well knew this point would be settled when authority could be referred to, I let the matter rest. But having been invited to inspect the farm and dairy, and been informed of the quantity of grain and the means of furnishing flour, and notwithstanding the profusion of cattle and potatoes, no offer having been made for our crews, I regretted that I had been led into the acceptance of private supplies, although at that time the other officers of the establishment had told my officers that supplies would of course be sent down.—*Narrative of a Voyage round the World, by Captain Sir Edward Belcher*, R.N., 1843.

No. 3.

Some few years since, the Company determined on forming settlements on the newlands situated on the Willamette and other rivers, and providing for their retired servants by allotting them farms, and further aiding them by supplies of cattle, &c. That on the Willamette was a field too inviting for missionary enthusiasm to overlook; but instead of selecting a British subject to afford them spiritual assistance, recourse was had to Americans;* a course pregnant with evil consequences, and particularly in the political squabble pending, as will be seen by the result. No sooner had the American and his allies fairly squatted (which they deem taking possession of the country), than they invited their brethren to join them, and called on the American Government for laws and protection. —*Ibid.*

No. 4.

The navigation is rather cramped, and it is really surprising that with so much capital at stake, and shipping, &c., that the Company have not brought up a set of pilots, by which many thousands might have been saved, independent of the creation of such a useful body of men.—*Ibid.*

No. 5.

At the lower settlement (on the Red River) there are two forts, one called Fort Garry, belonging to the Hudson's Bay Company; the other, called Fort Douglas, is the property of the colony. There are also two houses of worship, one of them of the Protestant Episcopal Church, erected and supported at the expense of the London Bible Society, who likewise supply the funds for a free-school. The clergyman who attended both to the church and school, had left there a short time before our arrival, on a visit to England.

Missionary expenses, by whom defrayed.

The other church is the cathedral of a Roman Catholic Bishop established there. His diocese extends north of the United States' boundary line, from the Rocky Mountains to Upper Canada. He is styled Bishop (*in partibus*) of Julianopolis. A Catholic school instituted at this place by the missionaries, and conducted upon the same plan as Mr. M'Coy's on the St. Joseph, appears to have been attended with the same success. The whole of the expenses of this Catholic Ecclesiastical Establishment is, we believe, defrayed by the Bishop of Quebec.—*Professor Keating's Narrative of an Expedition to the Source of St. Peter's River and Red River* (by Order of the United States Government); published 1825, Vol 2, p. 60.

No. 6.

We cannot fail in wishing this colony success, because it will not, we think, vitally affect the interests of the fur trade, which is chiefly carried on to the north-west of the settlement, and because, even if it did, the benefits and advantages which would result from it would be much greater than those arising out of the fur trade. When we take into consideration that the whole of that trade is limited to two ships of 300 tons each, which sail annually from Hudson's Bay to England, and whose return cargoes of British goods are amply sufficient to purchase the furs and supply the wants of traders, we shall be convinced that the prosperity of England, either in a commercial or a manufacturing point of view, cannot be materially affected by the rise or decline of this trade. The evil which it has done to Canada has been frequently and justly deplored; it has allured many of her youths from the steady occupation of agriculture, to attend to the wandering pursuits of the traders; it has instilled into their minds a taste for extravagance and dissipation; it has accustomed

* It is not surprising that Sir Edward Belcher should have thought that the American missionaries were employed by the Company. It is scarcely necessary to say he is mistaken; they did not go quite so far in their love to Americans.

accustomed them to the lawless habits, which have been for a century back a subject of regret to the missionaries and to the philanthropists. No doubt can exist that the young men who have been annually sent out from Canada, and who were formerly termed the "*Coureurs de Bois,*" have had more influence in demoralizing the Indians of North America than any other cause whatever. They have distributed liquor more freely and more extensively than any other traders; they have accustomed the Indians to that promiscuous intercourse which destroys every rational as well as every virtuous feeling; they have made them parties in their quarrels, thereby exciting them to acts of hostility against white men.

No. 7.

Discouragement of Agriculture.

But when we consider that the policy of the Hudson's Bay Company, in whom is vested the right of soil to all that part of the British possessions drained by the tributaries of Hudson's Bay, is opposed to the colonization of their territory, their interest prompting them to foster the fur trade, the profits of which must diminish in proportion to the increase of population, we have very little to apprehend from the attack of a powerful enemy from that quarter.—*Report of Major Long (Commander of the United States Expedition) to the United States Government, Keating's Narrative,* p. 238.

No. 8.

The ground about the house is not only excellent, but fit for immediate culture; the house a few years ago was in most excellent repair, and exhibited a very productive farm, the effect of the continued care and attention of Governor Williams, who had a great partiality for agricultural pursuits. A vast change, however, had taken place at the time of our arrival; the house was all but falling to pieces; the implements of tillage and the capacious barns were silent monuments of waste; the horses were becoming wild, the oxen occasional truants; the cows, although they went "to the milk-pail twice a day," gave by no means a Virgilian quantity of that sober and nutritious beverage; and a solitary hog stood every chance of dying without issue.—*King's Narrative of a Journey to the Arctic Ocean, under the Command of Captain Back,* R. N. Bentley, 1836, Vol. 1, p. 54.

No. 9.

The most distant establishment of the Canadian traders was on the banks of the Saskatchewan River, in lat. 53°, long. 103°. This place was situated at a distance of upwards of 2,000 miles from the colonized part of Canada; the route to it was through a country occupied by numerous savage tribes, where the means of subsistence were scanty, and the navigation unfit for any other craft than frail birch-bark canoes; yet we have evidence that at these distant establishments considerable improvements were effected; that agriculture was carried on, and even wheel-carriages used; in fact, that they then possessed fully as many of the attendants of civilization as they do now, after the lapse of a century.—*Life and Travels of Thomas Simpson,* p. 112.

No. 10.

Depravation of the Indians.

It is a matter of melancholy reflection, that the civilization of the North American Indians, a numerous race, gifted with the finest qualities that human nature is capable of displaying, should have been obstructed, rather than promoted, by their communication with Europeans; but so it is. They have, by force of example, been taught every vice that could tend to their degradation; while they have not been instructed in those arts which would have added to their comforts and conveniences. At the same time that their land is taken from them either by force or artifice, they are debased by a ruinous system of traffic, particularly by that adopted by those engaged in the fur trade, which has been the means of removing from the face of the globe many numerous tribes that once composed the finest and noblest of the uncivilized nations of the North.—*King's Narrative of a Journey to the Arctic Ocean, under the Command of Captain Back,* R. N., Vol. 2, p. 50.

No. 11.

The agents of the Hudson's Bay Company are not satisfied with putting so insignificant a value upon the furs, that the more active hunters only can gain a support, which necessarily leads to the death of the more aged and infirm by starvation and cannibalism; but they encourage the intemperate use of ardent spirits. From the effect of intoxication upon Europeans, an adequate notion of the frenzy with which a North American Indian is inspired when under the influence of liquor can scarcely be formed. He will then with equal indifference shed the blood of friend or foe; his dearest connexions are murdered without compunction; and when the unfortunate wretch has recovered his reason, he laments in vain the misery which his own fury has entailed upon him. Notwithstanding the Indians justly ascribe to the fur traders the blame of having supplied them with that which has caused such desolation, they will not scruple to seize the first opportunity of again obtaining the poisonous draught, and plunging with headlong infatuation into new scenes of riot and bloodshed.—*Ibid,* p. 50.

No. 12.

No. 12.

Aversion of the Indians to ardent spirits.

All the Indians on the Columbia entertain a strong aversion to ardent spirits, which they regard as poison. They allege that slaves only drink to excess, and that drunkenness is degrading to freemen. On one occasion, some of the gentlemen at Fort George induced a son of Comcomby, the chief, to drink a few glasses of rum; intoxication quickly followed, accompanied by sickness, in which condition he returned home to his father's house, and for a couple of days remained in a state of stupor. The old chief subsequently reproached the people at the fort for having degraded his son by making him drink, and thereby exposing him to the laughter of his slaves.—*Narrative of Six Years' Residence on the Western Side of the Rocky Mountains, by Ross Cox.* Bentley, 1831, Vol. 1, p. 321.

No. 13.

Revenge for the death of kinsmen murdered through the means of intemperance, has been productive of wars, which have ceased only with the extirpation of the contending parties. Additionally, the natives clearly perceive that the use of spirituous liquors is depopulating their country in a fearful manner, and yet they have not strength of mind to withstand the temptation which the traders, from interested motives, are daily holding out to them by an ample supply, as long as they have any furs to barter. Sir John Franklin pointed out these baneful effects, since which period the Hudson's Bay Company have prohibited its introduction beyond Cumberland House. If the leading members of that Company suppose they have benefited the natives by that prohibition, they are much mistaken; for the Chipewyans who inhabit the country to the north of that establishment are averse to its use, and to this cause may be imputed, not only their superiority in numbers, but in moral character also.—*King's Narrative,* Vol. 2, p. 52.

No. 14.

Intoxicating liquors supplied to the Indians by the Hudson's Bay Company.

That body (the Hudson's Bay Company) has assumed much credit for its discontinuance of the sale of spirituous liquors at its trading establishments, but I apprehend that in this matter it has both claimed and received more of praise than is its due. The issue of spirits has not been discontinued by it on principle; indeed has not been discontinued at all, where there is a possibility of diminution of trade through the Indians having the power to resent this deprivation of their accustomed and much loved annual jollification, by carrying their furs to another market.—*Report on the Condition of the North American Indians, addressed to the Aborigines Protection Society, by Alexander Simpson.*

No. 15.

Character and example of the Company's servants.

It might be thought that the Crees have benefited by their long intercourse with civilized nations. They are capable of being, and I believe are willing to be taught, but no pains have hitherto been taken to inform their minds; and their white acquaintances seem, in general, to find it easier to descend to the Indian customs and modes of thinking, particularly with respect to women, than to attempt to raise the Indians to theirs. Indeed, such a lamentable want of morality has been displayed by the white traders, that it would require a long series of good conduct to efface from the minds of the native population the ideas they have formed of the white character.—*Sir John Richardson, in Captain Franklin's Journal of his First Expedition.*

No. 16.

If it were possible to eradicate from the mind of the North American Indian all knowledge or traditionary remembrance of the interference of the whites, which has been exerted with fearful demoralization for two centuries, and place him in the same state as when first discovered, it would be far easier to effect his civilization.—*King's Narrative,* Vol. 2, p. 56.

No. 17.

Viewing the service generally, I must candidly confess, judging from the actions of others, that its promises of happiness are hollow, while an awful fatality seems to overhang its retiring members; a punishment for the unprincipled and licentious lives they have led.—*Letter of Thomas Simpson to his Brother.* "*Life and Travels of Thomas Simpson,*" p. 81.

No. 18.

The Metiffs, or, as the Canadians term them, Bois-brules, are, upon the whole, a good-looking people, and, where the experiment has been made, have shown much aptness in learning and willingness to be taught; they have, however, been sadly neglected. The example of their fathers has released them from the restraints imposed by the Indian opinion of good and bad behaviour, and, generally speaking, no means have been taken to fill the void with better principles. It is, however, but justice to remark, that there is a decided difference in the conduct of the children of the Orkneymen employed by the Hudson's Bay Company and those of the Canadian voyageurs. Some trouble is occasionally

 bestowed

bestowed in teaching the former, and it is not thrown away; but all the good that can be said of the latter is, that they are not quite so licentious as their fathers are.

* * * * * * * * * *

A practice may also be noticed, as showing the state of moral feeling on these subjects amongst the white residents of the fur countries. It was not very uncommon amongst the Canadian voyageurs for one woman to be common to and maintained at the joint expense of two men, nor for a voyageur to sell his wife either for a season altogether, or for a sum of money proportional to her beauty and good qualities, but always inferior to the price of a team of dogs.—*Sir J. Richardson, in Captain Franklin's Journal.*

No. 19.

Next to the introduction of ardent spirits, a contagious disease, produced by the demoralizing intercourse of Europeans, has, more than any other cause, been the means of depopulating the country. It has of late so extensively spread itself among them, that there was scarcely an Indian family which I met with during my progress through that vast territory, that was not more or less affected with it, and to such a deplorable condition are the Copper Indians reduced by that scourge, that in a few years, if some aid be not afforded them, they will cease to exist. It is gratifying to know that the subject of ameliorating the condition of the aborigines bordering upon our colonies is now engaging the attention of Government. Hitherto no system has been adopted for their improvement, and with the exception of the exertions of the missionaries, no attempts have been made.—*King's Narrative*, p. 54.

No. 20.

This race (the half-breeds) is now numerous throughout the Indian country, particularly on the east side of the Rocky Mountains. Owing to the recent arrival of white people at the Columbia, they are comparatively few on the western side. The sons of the voyageurs, on attaining a proper age, are generally engaged in the Company's service. They are called "Les Bois-brules," but why it is difficult to ascertain. While they are taught to despise the traditions of their mother's tribe, no one busies himself in unfolding to them the divine truths of Christianity, and the loose manners of their fathers are but ill calculated to impress them with any great respect for the ties of morality. It is, therefore, not surprising that when precept is silent, and parental example vicious, they should exhibit conduct at variance with the habits of civilized life.

Character of the half-castes; *see* also No. 18.

They are good canoe-men, and excellent hunters, remarkably active either on horseback or on foot, brave, daring, rather passionate, and while they possess all the vivacity of their father, they at times manifest a slight symptom of Indian ferocity. This, however, is only evinced when any insulting allusion is made to their mixed origin.

They are open-hearted, generous, practise little cunning, detest hypocrisy, and while they are determined not to submit quietly to a wrong, are extremely cautious against giving any unnecessary cause of offence.

The proprietors generally send their sons to Canada or England for education. They have a wonderful aptitude for learning, and in a short time attain a facility in writing and speaking both French and English that is quite astonishing. Their manners are naturally and unaffectedly polite, and their conversation displays a degree of pure, easy, yet impassioned eloquence, seldom heard in most refined societies. The half-breed women are excellent wives and mothers, and instances of improper conduct are rare among them.—*Ross Cox*, p. 343.

See also Rev. Mr. Beaver's Letter to the Aborigines Protection Society, and accompanying Pamphlet on the Hudson's Bay Company.

No. 21.

By various means this Company (the Hudson's Bay Company) has succeeded in rendering the natives entirely dependent upon them for existence, and they deeply feel their degraded situation. The introduction of fire-arms may be assigned as one cause, for as long as they could obtain a supply of ammunition, they neglected the use of the bow and arrow, the spear, and the various modes of trapping and snaring their game, which, from constant disuse, they have now wholly forgotten. That of granting on credit, both in the spring and autumn, a larger outfit of clothing and ammunition than the Indians are able to repay by their winter and summer excursions, places them so completely in the power of the trader by the debt thus incurred, that this must be considered another cause of their decline. When they become advanced in life, and no longer able to hunt, they are refused a supply of ammunition, which has become essential to their very existence, and they die, consequently, from absolute starvation. These evils have been increasing upon them of late to so great an extent, that they have become cannibals by necessity; and scarcely a month passes but some horrid tale of cannibalism is brought to the different establishments.—*King's Narrative*, p. 52.

No. 22.

There are some extensive tracts of country in which the means of a subsistence are scanty in the extreme. In the region lying between Lakes Superior and Winipeg, the natives, during the winter, can with difficulty collect enough of food to support life. In the country

country lying immediately north of the Canadas, though fur-bearing animals are still comparatively numerous, and the trade consequently valuable, the poor Indians have, at all times, a hard fight against famine. In this tract of country, fish is at all seasons scarce, and in winter the sole dependence of the natives for subsistence is placed upon rabbits (the most wretched food upon which to exist for any time that can possibly be conceived); and when these fail, the most frightful tragedies at times take place. Parents have been known to lengthen out a miserable existence by killing and devouring their own children.—*Life and Travels of Thomas Simpson*, p. 429.

No. 23.

A FEW days afterwards an Indian in a diseased state, with his wife and three children, arrived in so miserable a condition that they were mere skeletons; and, in the evening of the same day, another Indian came in, with two boys of the age of 10 and 14 years. The latter we soon got rid of, and on the 13th the two women and four children were sent away; the diseased Indian was allowed to remain; in fact, his legs were so excoriated from the constant friction of his frozen robe against them, that he literally could not move. He soon, however, recovered, and followed, but not to join them; for out of that party of nine not a soul escaped. Poor creatures! they lay stretched on the lake, far happier, let us hope, than the disconsolate being who was destined to witness so horrid a spectacle. The temperature on their departure was 92° below the freezing point; and four days afterwards the thermometer descended as low as 102°. Such intense cold, in their emaciated state, very soon put an end to their sufferings.

The old woman was found at the same time frozen in her hut, a circumstance so little anticipated, that it was not until the dogs had dragged her from her miserable dwelling that we were aware of it. That calamity was the more deplorable, as she had recovered of late so rapidly, that in a few days more she would, in all human probability, have walked again. No time was lost in burying the body, as the only means of saving it from the voracious dogs, which had of late been on very short allowance of pemican, a food that does not agree with the canine species.

At that time, between 40 and 50 human beings lay dead around us, and so scattered that it was impossible to walk in any direction within 20 mile without stumbling against a frozen body. This was not, however, a solitary instance of extreme misfortune to the natives of the north; for the two previous years had been pregnant with the same appalling visitations to the inhabitants of the country about Slave Lake and the Mackenzie River. In the neighhourhood of the Rivière au Liard, a tributary to the Mackenzie from the westward, many of the Chippewyans had been destroyed by famine; the actual number of deaths could not be ascertained, with the exception of 40 of the choicest hunters, whose fate was known. Considering, therefore, that their wives and families were equally unfortunate, and generally speaking they are the first that fall a sacrifice, there could not have been a less number than from 100 to 150 of our fellow creatures deprived of life at that place alone. It will not require many such years to exterminate the whole of the noble and intelligent races of the north.—*King's Narrative*, p. 169.

No. 24.

IN taking leave of the territories on the Columbia, it may be proper to mention a circumstance very slightly noticed by Mr. Parker; the dreadful depopulation which has already taken place among the Indian tribes in this extreme western district, caused by the practice of incessant and murderous wars, and also the visitation of diseases introduced by the white men; the subject is thus alluded to by Mr. Townsend: "The Indians of the Columbia were once a numerous and powerful people; the shore of the river, for scores of miles, was lined with their villages; the council fire was frequently lighted, the pipes passed round, and the destinies of the nation deliberated upon; war was declared against neighbouring tribes; the deadly tomahawk was lifted, and not buried until it was red with the blood of the savage; the bounding deer was hunted, killed, and his antlers ornamented the wigwam of the red man; the scalps of the Indian's enemies hung drying in the smoke of his lodge, and he was happy. Now, alas! where is he? Gone—gathered to his fathers, and to his happy hunting-grounds—his place knows him no more.

"The depopulation has been truly fearful. A gentleman told me that only four years ago, as he wandered near what had formerly been a thickly peopled village, he counted no less than 16 dead men and women, lying unburied and festering in the sun in front of their habitations. Within the houses all were sick; not one had escaped the contagion; upwards of a hundred individuals, men, women and children, were writhing in agony on the floors of the houses, with no one to render them any assistance. Some were in the dying struggle, and, clenching, with the convulsive grasp of death, their disease-worn companions, shrieked and howled in the last sharp agony.

"Probably there does not now exist one, where five years ago there were a hundred Indians; and, in sailing up the river from the Cape of the Cascades, the only evidence of the existence of the Indian is an occasional miserable wigwam, with a few wretched half-starved occupants."—*Quotation from Mr. Townsend's Work on the Oregon, given in Mr. Parker's Journey beyond the Rocky Mountains*, p. 69.

No. 25.

During my stay at Vancouver, I frequently saw Casenove, the chief of the Klackatack tribe; he lives in a lodge near the village of Vancouver, and has always been a warm friend of the whites. He was once lord of all this domain. His village was situated about six miles below Vancouver, on the north side of the river, and within the last 15 years was quite populous; he then could muster four or five hundred warriors; but the ague and fever have, within a short space of time, swept off the whole tribe, and it is said that they all died within three weeks. He now stands alone, his land, tribe and property all departed, and he left a dependent on the bounty of the Company.

* * * * * *

Casenove's tribe is not the only one that has suffered in this way; many others have been swept off entirely by this fatal disease, without leaving a single survivor to tell their melancholy tale.—*Commodore Wilkes' Narrative of the United States' Exploring Expedition*, Vol. 4, p. 369.

No. 26.

I have found the Indian population in the lower country, that is, below the falls of the Columbia, much less than I had expected, or than it was when Lewis and Clarke made their tour. Since the year 1829, probably seven-eighths, if not, as Dr. M'Laughlin believes, nine-tenths, have been swept away by disease, principally by fever and ague. The malignancy of these diseases may have been increased by predisposing causes, such as intemperance, and the general spread of venerea, since their intercourse with sailors. But a more direct cause of the great mortality was their mode of treatment.—*Parker*, p. 43.

No. 27.

When will this wide-spreading and fertile country be brought under cultivation, and be filled with an industrious population? From time immemorial the natives have not stretched forth a hand to till the ground, nor made an effort to raise a single article of produce more than what springs up spontaneously; nor will they, until their minds are enlightened by Divine truth. It is unlikely that any philanthropist, not under the influence of Christian principles, will ever engage in the self-denying work of enlightening their minds, and arousing them from their indolence.

As on our frontiers, so on these western shores, the work of destruction, introduced by those who should be the friends of the Indian, is rapidly going forward. The Indians in this lower country,t hat is, below the Cascades, are only the remnants of once numerous and powerful nations.—*Ibid.*, p. 35.

No. 28.

Prices paid to the Indians for their Furs.

The standard of exchange in all mercantile transactions with the natives is a beaver skin, the relative value of which, as originally established by the traders, differs considerably from the present worth of the article it represents; but the Indians are averse to change. Three martens, eight muskrat, or a single lynx or wolverine skin, are equivalent to one beaver; a silver fox, white fox or otter, are reckoned two beavers, and a black fox or large black bear, is equal to four; a mode of reckoning which has very little connexion with the real value of these different furs in the European market. Neither has any attention been paid to the original cost of European articles, in fixing the tariff by which they are sold to the Indians. A coarse butcher knife is one skin; a woollen blanket or a fathom of coarse cloth, eight; and a fowling-piece, 15.—*Sir John Richardson, in Captain Franklin's Journal.*

No. 29.

The prices paid to the natives for their furs are, in general, exceedingly small. Throughout the whole of the protected territories, the value of goods bartered for furs is, certainly, under one-twentieth of the value of these furs in England. While in places not protected, in order to crush or prevent competition, even more than their full value has occasionally been given; and at the establishments on the outskirts of Canada, the prices permanently offered, are from two to three-fold greater than those given to the natives of the regions over which an exclusive right of trade exists.

It is true that other expenses necessarily occurred in the prosecution of trade, such as the wages of officers and servants, and the freight of shipping, add to the otherwise ridiculously small outlay of the Company; still enough remains of what is "wrung from the hard hands of the Indians," to pay dividends in London which made Hudson's Bay Stock, notwithstanding the large capital sunk in the rivalry with the North-west Company, one of the best investments in England.—*Life and Travels of Thomas Simpson*, p. 427.

No. 30.

By comparing the value given to the Indians for their furs, and the price they are sold for by the Hudson's Bay Company in London, we may draw our conclusions as to the oppression of those people. Three marten skins are obtained for a coarse knife, the utmost value

value of which, including the expenses of conveying it to those distant regions, cannot be estimated at more than 6*d.*; and three of these skins were sold last January in London for five guineas. With the more expensive furs, such as the black fox or sea otter, the profit is more than tripled; and but a few years ago a single skin of the former species was sold for fifty guineas, while the native obtained in exchange the value of 2*s.* Surely that honourable Company, which by Royal charter is permitted to reap such golden harvests, might appropriate a small fund to rescue from starvation the decrepit and diseased, who in their youthful days have contributed to its wealth.—*King's Narrative,* Vol. 2, p. 53.

No. 31.

It should never be forgotten that the Hudson's Bay Company are but as invaders of the soil on which these excesses are committed by their servants, and that, as such, the least they can do is to restrain all unnecessary violence towards the rightful possessors, both of it and of the furs which it produces, not for the benefit of the aborigines, but for the promotion of far distant mercantile interests.

* * * * * *

And with respect to the furs of that country, to rob their lawful owner of them, by taking possession of them either with no payment or a most inadequate one, is surely not a legitimate method of teaching him their proper use and value. Of articles bartered by the Company for peltry and other native produce, one-half may be classed as useless, one-quarter as pernicious, and the remainder as of doubtful utility; for I cannot but consider of very questionable utility, in the real sense of the word, even that clothing for which the natives are servilely dependent on the Company, and for which they have long since discarded the vestments which their own country spontaneously affords.—*Letter of Mr. Beaver to the Aboriginal Society.*

No. 32.

That nothing serves so effectually to deaden the spirit of mercantile application as an unjust monopoly, is evident from an old record of the year 1742, which runs thus:—

"When the Indians came to the factory in June 1742, they could get but a pound of gunpowder for four beaver skins, a pound of shot for one beaver, an ell of coarse cloth for 15, a blanket for 12, two fish-hooks or three flints for one, a gun for 25 skins, a pistol for 10, a hat with a white lace for seven, an axe for four, a hedging-bill for one, a gallon of brandy for four, a checked shirt for seven; all which was sold at the monstrous profit of 2,000 per cent."—*Lieutenant Chappel's Narrative of a Voyage to Hudson's Bay.*

No. 33.

Charles the Second, King of England, by a charter of the year 1670, granted what did not belong to him; and as men willingly profit by abuses which favour their views, he sheltered himself under the authority of Borgia; that is to say, under the right of discovery. Sanctioned by such a principle and charter, Prince Rupert and his associates, under the name of the Hudson's Bay Company, appropriated not only the exclusive fur trade of these countries, but also all the lands lying near or beyond Hudson's Bay.

* * * * * *

The Hudson's Bay Company, in spite of the great concessions it claimed and obtained by virtue of the charter I have mentioned, had not extended its commerce much above Lake Winipeg before the year 1806.

See also Life and Travels of Thomas Simpson, p. 114.

In 1811, the Company pretended to sell to Lord Selkirk a vast tract of land on the Red River. To this land their title was still worse than that of Charles the Second, inasmuch as the charter granted only the lands within the entrance of the straits commonly called Hudson's Straits, nor had the aboriginal inhabitants ever given their consent to the occupation of them. This farce was very well calculated to impose on the blind; but the North-west Company, who were very clear-sighted, and had their agents in the very centre of the government, were not so easily gulled.

Two powerful enemies may mutually injure each other, at the same time that they labour without suspecting it in favour of a third party, whoaps perh is the friend of neither, and who keeps vigilant watch on all their errors. In this case, Machiavel, I think, advises them to unite; so thought the two Emperors—Alexander, and Napoleon at Erfurth; and the Hudson's Bay and North-west Companies prudently followed their example. They saw that the Americans rejoiced at their dissensions, and were ready to take advantage of them; and by an act of oblivion, concord and alliance, they have concealed from the public and the government their crimes, and the falsehood of their pretended rights. But who committed the massacres? Oh! the Indians. And the brutal violations? The Indians. And the pillagings, &c. &c.? It was all the Indians, who had never appeared on the scene. The united Companies, however, found the colony was very convenient and useful. It was a nursery for men of whom they stood in great need, for the numerous stations of their immense trade, which extends its ramifications as far as the Columbia. Those men, too, they could pay as slaves, whereas Canadian labour was very costly.

Whenever any money makes its appearance, the Company carefully get it into their hands. It has adopted a curious "circulating medium." They pay and are paid in handkerchiefs,

* The settlers at Red River.

stockings, breeches, shirts, &c. &c., and if they * make a fortune, it must be all in clothes. These trumpery things are fixed at an exorbitant price, so that if they could succeed, which would be very difficult, in turning them into money, they would get no more than a fifth or sixth of what they cost. It is thus rendered impossible for them to get away. These poor people have thus been reduced to a level with savages, without sharing their advantages or enjoying their independence. This is a stretch of cunning which avarice only could enable them to reach. * * * * * * * * *

Two Catholic priests had also established themselves here, but as neither the Government nor the Company gave them any means of subsistence, they went away, and the church, constructed like all other buildings of trunks of trees, is already falling into ruin.—*Voyage to the Sources of the Mississippi and Red Rivers. By J. Beltrami, Esq., Judge of a Royal Court in Italy.* London: Clarke and Hunt, 1828.

No. 34.

ATTACHMENT of the INDIANS to the BRITISH GOVERNMENT.

THERE can exist but little doubt, that most, if not all those Indians (around Red River) would, in any emergency decidedly favourable to their views, take up arms against the people of the United States. They have no calamity to dread so fatal to their repose as

The Americans.

that of the inroads of our population † upon their territory, and no evil so much to be deprecated, and so pernicious to their welfare, as that of a free intercourse between them and a semi-barbarian race, often resident among them, and always ready to occupy the ground from which they retreat.

* * * * * * *

In fine, the language held forth by the Indian in relation to the Americans is, that they have claim to no other feeling but that of abhorrence, and that it is from principles of policy, and not of esteem and reverence, that he treats them with deference, professes friendship for them, and allows them to share in his confidence.—*Report of Major Long to the United States Government. Keating's Narrative,* Vol. 2, p. 241.

TESTIMONY of Retired Servants of the Hudson's Bay Company.

THE following Questions were proposed by John Laughton, Esq., Merchant, St. Margaret's Hope, Orkney, to—

1. William Banks	(8 years in the service of the Company)	left	-	1799
2. Magnus Tait,	15 ditto - -	ditto	- - - -	1808
3. William Nicholson	11 ditto - -	ditto	- - - -	1834
4. John Sandison	11 ditto - -	ditto	- - - -	1840
5. Peter Walls	6 ditto - -	ditto	- - - -	1844

in the presence of the undersigned witnesses on the 22d April, and on the 29th June 1847.

Question.—1. At what post or posts in the Hudson's Bay Company's territories were you stationed, and how long did you remain at each?

Answers.—1. I was two years at Fort Albany, one at Fort Asklial, two years at Osnaburg House, one year at Lac La Pluie, one year at Lake Winipeg, and one year at Martin's Fall.—*W. Banks.*

2. I was one year at Fort Albany, seven years at Osnaburg, one year at Saskatchewan, one year at Lake St. Ann's, and five years at Red River.—*M. Tait.*

3. I was one year at Jack River, four years at Fort Simpson, and one year at Churchhill.—*W. Nicholson.*

4. York Factory, one year; Oxford House, two years; and eight at Mackenzie's River.—*J. Sandison.*

5. One year at Norway House; one year at Mackenzie's River, and the remaining four at Peel's River.—*P. Walls.*

2. What tribe or tribes of Indians belonged to the forts where you were stationed—stating whether they were numerous or not; and their disposition, whether peaceable and friendly, or the contrary?

1. Crees.—*W. Banks.*

2. Crees; at all those places but Red River. Assiniboines and Stone Indians, Mandans and Gros Ventres Indians, at Red River.—*M. Tait.*

3. The Crees at Jack River, and Rabbit-skin and Dog-rib Indians and Mountain Indians at Fort Simpson. The Crees were not numerous, but friendly and peaceable; the Indians at Fort Simpson were numerous, and very peaceable. A few Slave Indians visited Fort Simpson; they were also of a peaceable disposition.—*W. Nicholson.*

4. At York Factory, the Cree Indians; Oxford House, the same; Mackenzie's River, Rabbit-skin Indians, Dog-ribs, Yellow-knives, Mountain Indians, Chippewyan Indians, and Rat Indians. The different tribes mentioned above were pretty numerous, and their dispositions peaceable, with the exception of the Mountain Indians, upon the quarter of the Russian settlements.—*P. Walls.*

5. At Norway House, Crees; at Mackenzie's River, Chippewyans and Dog-rib Indians; and at Peel's River, Fond du Lac Indians and Rat Indians.—*P. Walls.*

3. Are

3. Are the Indians, where you have been, increasing or decreasing in number?

1. They were decreasing.—*W. Banks.*
2. I do not know.—*M. Tait.*
3. I cannot say.—*W. Nicholson.*
4. Do not think they were increasing.—*J. Sandison.*
5. Not exactly certain, but think they may be on the decrease.—*P. Walls.*

4. How are they generally clothed, and what kind of habitations have they?

1. The males wear a capot, made of coarse English cloth; and in the winter season they have skin tents.—*W. Banks.*
2. They were all clothed in skins, and had huts constructed of wood, and roofed with a covering of earth.—*M. Tait.*
3. The males wear a sort of coat of moose-deer skin, which reaches down to the knee; their under-clothing is made of rabbit-skins, cut into thongs, and then knitted together, reaching also to the knee; and a small apron of cloth covering their nakedness. The females wear a gown, reaching rather below the knee. Both males and females wear stockings and shoes, of moose-skin, in winter.—*W. Nicholson.*
4. In skins. Some in skin tents, and some in brush huts.—*J. Sandison.*
5. Generally with skins of animals. Habitations, tents.—*P. Walls.*

5. Upon what kind of food do they generally live during the different seasons of the year, and how do they procure it?

1. In the summer season they live chiefly on fish; in the fall and spring they kill geese, ducks, &c.—*W. Banks.*
2. They lived upon fish, and flesh of animals. The animals were enclosed in penns, and shot at with the bow, or killed with spears.—*M. Tait.*
3. Chiefly deer's flesh inland, and fish by the river side. In the spring they sometimes kill ducks and geese. They hunt the deer and other animals with the gun, and catch fish upon fishing-tackle made of the rind of trees, constructed into nets, and thongs of hide with hooks attached.—*W. Nicholson.*
4. Fish and venison, principally, procured by hunting and fishing.—*J. Sandison.*
5. The greater part of their living is dried fish during the winter, and fresh fish and meat in the summer.—*P. Walls.*

6. Are the animals that supply food to the Indians, such as buffalo, moose-deer, &c., increasing or decreasing throughout the country; and do the Company issue any regulations for preventing their destruction as they do in the case of the beaver and other animals that supply the furs for the trade?

1. There were no buffalo in those parts of the country where I have been. The Company do not issue any regulations for the destruction [preservation?] of those animals.—*W. Banks.*
2. I could not say whether they were increasing or decreasing, but the Company do not prevent their destruction.—*M. Tait.*
3. The animals, I think, are decreasing; and I am not aware of the Company having issued any regulations to prevent their destruction.—*W. Nicholson.*
4. Rather think they are decreasing; no orders issued to prevent the destruction of the animals mentioned in the query.—*J. Sandison.*
5. To the best of my knowledge, decreasing; no means used by the Company to prevent their destruction, so far as I know.—*P. Walls.*

7. How far are the Indians dependent upon the Company?

1. They could not live independent of the Company.—*W. Banks.*
2. At that time they were independent of the Company.—*M. Tait.*
3. The Indians having in most places become of late accustomed to the use of the gun, cannot live independent of the Company.—*W. Nicholson.*
4. Partly on the Company, and partly on their own resources.—*J. Sandison.*
5. They principally depend upon the Company.—*P. Walls.*

8. What are the most common diseases among the Indians; and do they in general die of a natural death?

1. They generally die of a natural death.—*W. Banks.*
2. The Indians are very healthy, and in general die of a natural death.—*M. Tait.*
3. I do not know of any disease prevailing among them; they generally die of a natural death.—*W. Nicholson.*
4. Not aware.—*J. Sandison.*
5. Not aware.—*P. Walls.*

9. Are those Indians who may be afflicted with disease or sickness, usually received into the forts for the purpose of being cured?

1. Very rarely.—*W. Banks.*
2. No.—*M. Tait.*
3. I never knew any case but one of an Indian having been taken into the fort for the purpose of receiving medical assistance; this case was at Fort Simpson.—*W. Nicholson.*
4. Not to my knowledge.—*J. Sandison.*
5. Never knew of any.—*P. Walls.*

10. Is it customary for those who are too old to hunt, or who are disabled in any way from supporting themselves, to be maintained at the forts?

1. There may be some cases, but it is not customary.—*W. Banks.*
2. No.—*M. Tait.*
3. It is not customary.—*W. Nicholson.*
4. I have never known anything of the kind being done.—*J. Sandison.*
5. Never knew of anything of the kind being done.—*P. Walls.*

11. Do the Indians often starve, and from what cause?

1. They do; sometimes from indolence, and sometimes from scarcity of animals.—*W. Banks.*
2. Not where I have been.—*M. Tait.*
3. They do; the cause is attributable to the scarcity of animals.—*W. Nicholson.*
4. I have heard of them dying from the scarcity of animals, as well as not being able to obtain any fish.—*J. Sandison.*
5. I have often heard of them dying for want of food on account of the scarcity of animals.—*P. Walls.*

12. How do the Indians support life in times of famine?

1. They gather roots, or eat anything that will support life.—*W. Banks.*
2. They were not in want at any of the places where I have been.—*M. Tait.*
3. They oftentimes have to eat their own clothes; dogs are considered a dainty in such times; their flesh is eaten greedily, and, in fact, many things revolting to human nature.—*W. Nicholson.*
4. Sometimes on roots, and sometimes obliged to support nature by cannibalism. Rock-weed is also sometimes used.—*J. Sandison.*
5. I have heard on such occasions being obliged to eat the dead bodies of one another; and during my residence I was aware of two whites being killed and ate by them, and who were at the fort with me.—*P. Walls.*

13. Which class of Indians do you consider most comfortably situated, those who are entirely dependent upon the Company for their supplies, or those who have but lately become acquainted with the whites, and are not dependent on them; that is to say, which of them is best supplied with food and most comfortably clothed and lodged?

1. Those that are least dependent on the Company are best supplied with food, but those who trade with the Company are best clothed.—*W. Banks.*
2. The Mandan Indians were not dependent upon the Company, and, I may say, that in general, those who are least dependent upon the Company, are mostly comfortably lodged and clothed.—*M. Tait.*
3. I cannot say.—*W. Nicholson.*
4. All those who frequented the posts I have been at, are more or less dependent on the Company.—*J. Sandison.*
5. Those who are dependent on the Company may be best lodged, but those independent are most comfortably fed and clothed.—*P. Walls.*

Means of Instruction.

14. Are there any schools for the instruction of the natives where you have been?

1. I do not know of any.—*W. Banks.*
2. None.—*M. Tait.*
3. There are no schools for the instruction of the natives.—*W. Nicholson.*
4. None at the posts I have been at.—*J. Sandison.*
5. A school was lately established at Norway House, by missionaries, but nothing of the kind at any other place where I was.—*P. Walls.*

15. Are you aware of any attempts of any kind having been made by the Company to civilise the natives, and instruct them in religion?

1. They are kept in ignorance and darkness.—*W. Banks.*
2. No.—*M. Tait.*
3. None.—*W. Nicholson.*
4. Not aware of any.—*J. Sandison.*
5. Not aware of any.—*P. Walls.*

16. Do the Company's agents use any endeavours, in those parts of the country where climate and soil are favourable, to collect the Indians into villages and direct their attention to farming?

1. They do not.—*W. Banks.*
2. They do not.—*M. Tait.*
3. They do not, but rather everything to the contrary.—*W. Nicholson.*
4. At Norway House a little.—*J. Sandison.*
5. At Norway House only.—*P. Walls.*

17. Are

17. Are you acquainted with any tribes who practise agriculture as a means of support?

1. I have not seen or heard of any.—*W. Banks.*
2. None.—*M. Tait.*
3. I am not.—*W. Nicholson.*
4. Not any.—*J. Sandison.*
5. Not any.—*P. Walls.*

18. Are the Missionaries in the country encouraged and assisted in civilizing the natives by the Company's agents?

1. There were not any missionaries in the country then.—*W. Banks.*
2. There were not missionaries in the country at that time.—*M. Tait.*
3. I am not aware that they are.—*W. Nicholson.*
4. I do not know.—*J. Sandison.*
5. I believe they are.—*P. Walls.*

19. What is the condition of the Indian women?

1. They are rather modest.—*W. Banks.*
2. The women are modest, and seldom hold improper intercourse with the whites.—*M. Tait.*
3. They are in general chaste, but polygamy is common.—*W. Nicholson.*
4. I am not aware.—*J. Sandison.*
5. I am not aware.—*P. Walls.*

20. Do you consider that the natives derive much benefit from their intercourse with the whites, or any improvement from their example?

1. I think they have not derived any benefit, but, on the contrary, their morals are even corrupted by the whites.—*W. Banks.*
2. I think they have not.—*M. Tait.*
3. I do not think that they have benefited in any sense by their intercourse with the whites.—*W. Nicholson.*
4. I suppose they may in some cases.—*J. Sandison.*
5. I suppose they may in some cases.—*P. Walls.*

21. How is the Sabbath observed throughout the country?

1. I cannot say that the Sabbath was observed any where that I have been.—*W. Banks.*
2. There is no attention paid to the Sabbath.—*M. Tait.*
3. At the forts it is a day of cessation from labour, but is not observed in any religious manner any where that I have been.—*W. Nicholson.*
4. Only at York factory, but attendance at worship not imperative.—*J. Sandison.*
5. No respect to Sabbath, with the exception of Norway House.—*P. Walls.*

22. When the Indians commit any crime, have they the benefit of any sort of trial before they are punished?

1. I had no opportunity of knowing, as I never saw one guilty of any crime come within reach of the Company.—*W. Banks.*
2. I had no opportunity of knowing.—*M. Tait.*
3. I do not know.—*W. Nicholson.*
4. I have known of no other crime but petty theft, which merely received a reprimand.—*J. Sandison.*
5. I have known of no other crime but petty thefts, for which they would receive a reprimand from the agent.—*P. Walls.*

Trade.

23. What is the average hunt of an Indian?

1. I think about 100 beavers a year.—*W. Banks.*
2. I do not know.—*M. Tait.*
3. I am not certain.—*W. Nicholson.*
4. I am not exactly certain.—*J. Sandison.*
5. I am not exactly certain.—*P. Walls.*

24. What articles are most in demand by the natives?

1. Guns and ammunition, English cloth, brandy, tobacco, knives, axes, trinkets, &c.—*W. Banks.*
2. The Mandan Indians did not trade much with the Company; all the others exchange their furs for guns, ammunition, brandy, tobacco, beads, paint, hatchets, &c. &c —*M. Tait.*
3. Guns and ammunition, tobacco, axes, ice-chisels, &c.—*W. Nicholson.*
4. Guns, ammunition, tobacco, axes, chisels, flints and steel, &c.—*J. Sandison.*
5. Ammunition, tobacco and beads.—*P. Walls.*

25. Are the Indians kept in debt?

1. They generally were.—*W. Banks.*
2. They were, frequently.—*M. Tait.*
3. I cannot say.—*W. Nicholson.*
4. In some cases.—*J. Sandison.*
5. At Norway House they were.—*P. Walls.*

26. Are the Indians supplied with ammunition by the Company, whether they can pay for it or not?

1. No.—*W. Banks.*
2. They were sometimes.—*M. Tait.*
3. Very rarely.—*W. Nicholson.*
4. Only on rare occasions.—*J. Sandison.*
5. Only at times.—*P. Walls.*

27. Are intoxicating liquors supplied in any parts of the country to the Indians, and where?

1. Intoxicating liquors were supplied to the Indians at all the places where I was.—*W. Banks.*
2. All but the Mandan Indians are desirous to obtain intoxicating liquors, and the Company supply them with it freely.—*M. Tait.*
3. At Jack River, I saw spirits given in exchange for furs.—*W. Nicholson.*
4. At York Factory and at Oxford House.—*J. Sandison.*
5. At Norway House only.—*P. Walls.*

28. In the case of the removal of a trading post, what becomes of the Indians attached to it?

1. They generally follow, or resort to the nearest.—*W. Banks.*
2. They generally go with their furs to the nearest, or where they can get a supply of liquor.—*M. Tait.*
3. The trading posts are seldom removed, but when such does happen, the Indians resort to the nearest one.—*W. Nicholson.*
4. Generally go to the nearest trading post.—*J. Sandison.*
5. Generally go to the nearest trading post.—*P. Walls.*

29. Is an Indian allowed to do with his furs what he thinks proper?

1. The natives at that time had liberty to do as they chose with their furs, except in cases when they were in debt at any of the forts.—*W. Banks.*
2. At that time, there were several rival companies, and the Indians generally had power to dispose of their furs as they thought proper.—*M. Tait.*
3. He has no other resource than to give them in trade to the Company's agents.—*W. Nicholson.*
4. No; they are not.—*J. Sandison.*
5. No; they are not.—*P. Walls.*

30. Are all the furs that are collected at York Factory annually sent home by the Hudson's Bay Company's ships.

1. I think they are.—*W. Banks.*
2. I think so.—*M. Tait.*
3. I think so.—*W. Nicholson.*
4. I believe they are not.—*J. Sandison.*
5. I suppose they are, so far as I know.—*P. Walls.*

31. Are they sometimes (such as rats) intentionally destroyed?

1. I am not certain.—*W. Banks.*
2. I never heard of their being destroyed.—*M. Tait.*
3. Not that I am aware of.—*W. Nicholson.*
4. I do not know.—*J. Sandison.*
5. I do not know.—*P. Walls.*

32. Do the Company ever alter the price of the trading goods to the Indians?

1. Not so far as I know.—*W. Banks.*
2. No; I think they do not.—*M. Tait.*
3. They do not; at least where I have been.—*W. Nicholson.*
4. At the several forts the prices are different.—*J. Sandison.*
5. At the different posts they do.—*P. Walls.*

These certify, that the above queries have been proposed to William Banks, Magnus Tait, William Nicholson, John Sandison and Peter Walls, and answered in our hearing.

Witnesses, *James Banks.* *John G. Guthrie.*
John Sutherland. *Charles E. Henderson.*

It is necessary to bear in mind, that the individuals whose evidence is here given, were stationed in different parts of the Hudson's Bay territories, which will account for any apparent discrepancy in their testimony.

Enclosure

Enclosure 2, in No. 17.

Encl. 2, in No. 17.

THE undersigned memorialist having been a short time in the service of the Hudson's Bay Company, takes this opportunity of submitting some testimonials received from them on his retirement, which he trusts will absolve him of any imputation of being actuated by personal considerations in the present movement, to which advantage might otherwise be taken of this circumstance to expose him.

(signed) *A. K. Isbister.*

MR. A. K. Isbister was in the service of the Hudson's Bay Company during the years 1837, 1838 and 1839, and uniformly maintained an irreproachable character, his conduct at the same time affording the highest satisfaction to his employers.

He quitted the Company's service for the purpose of prosecuting objects more congenial to his mind, and has, since his retirement, prosecuted his educational studies with great success at the Universities of Edinburgh and Aberdeen, and has thereby qualified himself for any situation in which literary and scientific attainments, joined to habits of business, are considered requisite.

(signed) *A. Barclay*, Secretary.

Montague-place, Islington.

I HEREBY certify, that I have known Mr. Alexander Isbister many years, and can with truth recommend him as a steady, assiduous young man. He has lately finished his studies at King's College, Aberdeen, and at the College of Edinburgh, previous to which he was three years in the service of the Hudson's Bay Company, in the capacity of clerk and accountant; and where uniform good conduct and behaviour are required in every respect, I make no doubt Mr. Isbister will give satisfaction.

(signed) *John Charles*,
Late Chief Factor in the service of the
Hudson's Bay Company.

Parsonage, St. Thomas, Stepney, 20 June 1846.

I HEREBY certify, that Mr. Alexander Isbister has been known to me since his residence in London, and I have much satisfaction in bearing unqualified testimony to his exemplary conduct, unassuming manners, and assiduous devotedness to literary pursuits and theological studies; and from my first acquaintance with Mr. Isbister, I have entertained a high respect and regard for him, and am fully persuaded, that in the situation he now seeks, he would do credit to himself, and be a benefit to the institution.

(signed) *Wm. Valentine*, M.A.

University of Edinburgh, 24 May 1846.

I CERTIFY, that Mr. Alexander Isbister very regularly and diligently attended my lectures on Chemistry in the University and King's College, Aberdeen, during the winter session, 1842–43; that he obtained a prize at the examination of my class, and in all respects conducted himself to my satisfaction as an industrious and attentive student. I have also much pleasure in stating, that the whole conduct of Mr. Isbister, during his residence both in Aberdeen and at this University, has been such as to obtain for him the good opinion of all his teachers, and that I consider him as a gentleman well qualified for any situation of confidence, and who is sure to give satisfaction to his employers.

(signed) *William Gregory*, M.D.,
Professor of Chemistry.

Dear Sir, King's College, Aberdeen.

SUBJOINED you will find a certificate of your attendance in the Mathematical class here.

It will gratify me much to hear of your success in life, being confident, that in whatever situation you are placed, you will acquit yourself creditably. With every good wish,

I am, &c.

(signed) *J. Tulloch.*

I hereby certify, that Mr. Alexander Isbister attended the Mathematical class in this University during the session 1843–44; that the progress which he made in several branches of mathematical science was highly creditable both to his talents and his industry; that at the close of the session he carried, by comparative trial, one of the prizes given by the University for proficiency in mathematics, and that he conducted himself on all occasions with the greatest propriety.

(signed) *J. Tulloch*,
Professor of Mathematics.

My dear Sir, Edinburgh, 20 June 1846.

It gives me the greatest pleasure to state, that I have now known you for some time, and have had ample opportunities of ascertaining, in our mutual intercourse, that your abilities are of a very high order, and your numerous acquirements are at once evidence of hard study and excellent talents.

Aware, as I am, of the manner in which you distinguished yourself at the different Universities in which you have studied, having carried off the prizes in the classes of Chemistry, Greek and Mathematics, and obtained the first place in the class of Natural History, I feel convinced that you are, in a high degree, fitted to teach the different branches of natural science.

(signed) *J. Wilkinson*, M. D.,
Lecturer, and Examiner in Medicine.

Mr. Isbister attended a course of Lectures on Natural History, with demonstrations and excursions, given by me in Marischal College in the summer of 1844. I have pleasure in bearing testimony to the zeal and diligence with which he pursued his studies, and have reason to believe that the progress which he made was very considerable. His general intelligence, urbanity and correct deportment were also obvious, and the impression which his conduct has left upon my mind is such, that I must esteem him as one of the best and most agreeable of the students who have ever been under my charge.

(signed) *W. M'Gillivray*,
Marischal College, Aberdeen. Professor of Natural History.

Edinburgh University, 15 May 1845.

Mr. Isbister attended, with the utmost regularity, the class of Logic and Metaphysics in the University of Edinburgh during the session of 1844, in which I did duty for Sir William Hamilton.

I understand that his studies have extended over a wide range of science, and on the occasions on which I had the pleasure of conversing with him, he appeared to be a man of great intelligence and energy.

(signed) *J. F. Ferrier*,
Professor of Universal History, and pro tem.
of Logic and Metaphysics.

Dear Sir, King's College, Aberdeen.

Agreeably to your request, I hasten to furnish you with a testimonial of your earlier studies here.

Had you supplied me with later details, I feel assured, from our earlier intercourse, that before now I should have borne testimony to various and satisfactory attainments in the different branches of knowledge to which I am aware your mind has been sedulously applied, and which I trust may one day lead to fortunate results.

I am, &c.
(signed) *Hugh M'Pherson.*

The bearer, Mr. Alexander Isbister, having attended the elementary Greek class of this University during the whole of the College session 1841-42, and the senior class during the succeeding sessions, I have great pleasure in bearing testimony to the regularity and great success with which he prosecuted his studies, as also to the correctness of his general deportment during the period alluded to.

(signed) *Hugh M'Pherson*,
Professor of Greek, and Sub-Principal of the University.

Dear Sir, Royal Dispensary, Edinburgh, 8 May 1846.

It affords me much pleasure to embrace this opportunity of bearing testimony to your excellent character and varied qualifications. During the period of our acquaintance, I have formed a very favourable opinion of you as a gentleman and a scholar, and I have no doubt you will give great satisfaction in any situation of the kind for which you are applying.

While assisting me at the Royal Dispensary, you were very attentive, and embraced every opportunity of obtaining practical knowledge, and you always conducted yourself with the utmost propriety.

I am, &c.
(signed) *David Gordon*, M. D. and Surg.
Physician to the Royal Dispensary, and
Lecturer on Materia Medica.

Enclosure

Enclosure 3, in No. 17.

PAMPHLET referred to by Mr. *Isbister*, intituled, "A Few Words on the Hudson's Bay Company." Encl 3, in No. 17.

THE Hudson's Bay Company is now the only survivor of the numerous exclusive bodies which at one time depressed almost every branch of British commerce; and from the very peculiar conditions under which it holds even its present tenure of existence, is well worthy more than passing observation. Occupying a territory comprising a superficial area nearly one-third larger than all Europe, it reigns supreme over 50 native tribes of Indians, who are the slaves of its laws and policy, and scarcely removed but in name from being its actual bondsmen; it is, however, not upon that point we purpose to dwell, but rather upon a far more important and hitherto unpublished fact, namely, that although exercising commercial and territorial sovereignty over so wide a range of country, the charter under which it claims this right of despotic sway is illegal.

This Company was incorporated in the year 1670, under a charter of King Charles II., granting to them and their successors the sole trade and commerce to Hudson's Bay and Straits, with territorial rights and jurisdiction over all the lands and countries on the coasts and confines of the same, which were not actually possessed by the subjects of any other Christian prince or state, to be reckoned and reputed as one of the British plantations or colonies in America, under the name of Rupert's Land. Of this territory the Company was constituted proprietor for ever, by free and common soccage; as such enjoying over it supreme jurisdiction, civil and criminal, with power to grant lands, pass laws, make war or peace with all nations not being Christians, and, in short, to enjoy, under the Crown of England, all the rights and powers of a commercial sovereignty.

This extensive grant, however, did not receive any Parliamentary sanction or confirmation, and was, on that ground, held to be unconstitutional, or, at all events, failed to secure to the Company the privileges intended. To prevent the intrusion of rival traders, whom the defective charter could not restrain, the Company in 1790 were under the necessity of petitioning Parliament to confirm it. After considerable opposition, a Bill was obtained "For confirming to the Governor and Company of Adventurers trading to Hudson's Bay, their Privileges and Trade," but for the term of "seven years only, and no longer," and subject to certain conditions for the regulation of the sale of furs (for which see p. 95), respecting which it is sufficient to observe, that they have not been carried out. But though extending over a very limited period, there is reason to believe it effectually secured the immediate object contemplated, namely, the exclusion of rival traders from the country. Qu. 1690?

Whether the Company, after the expiration of the Act, were apprehensive that Parliament would not renew it, or whether they deemed it impolitic to awaken public attention to the subject of their monopoly, the fact is no less certain than extraordinary, that they have never from that time to the present applied for a second confirmation of their charter; and to this day hold their monopoly of the trade to Hudson's Bay under the original grant of King Charles II., which, as shown above, was confirmed with reservation only for seven years, and upon its expiration in 1697, was not renewed. It is important here to insist upon the position of the Hudson's Bay Company at the period when it obtained its original grant, and when that grant was confirmed by the Act aforesaid; thus it will be seen that in 1670 the Company existed as a perpetual body, under no reservation; whereas under the 2d of William and Mary, it held its rights and privileges under restrictions, and only for a limited period.

Up to the cession of Canada to Great Britain, they continued in undisturbed possession of the territories to which they laid claim; but this event throwing the fur trade (which had been carried to a great height by foreigners trading under then existing French charters), into the hands of British subjects, the leading fur merchants of Canada formed themselves, in the year 1783, into an association under the name of the North-west Company of Montreal, who, after rapidly spreading themselves throughout the interior of North America to the Arctic Circle and Pacific Ocean, finally extended their establishments to Hudson's Bay itself. A contest marked with great bitterness and animosity ensued, which was carried on for many years, and ended in a coalition of the rival companies in 1821.

The influence of the new association was sufficient to procure from the Legislature a license of exclusive trade for the term of 21 years, over such parts of the Indian country as were not included in the original charter. This license was renewed in 1842 for a further term of 21 years, but with a reservation on the part of the Crown, namely, to revoke it at any time. We have here to call especial attention to the important character of this license, and of the distinction existing between it and the original charter. In the first place, it is not in any way a confirmation or extension of any former grant, and well aware that no government of the present day would renew such a charter as that of King Charles II., it has always been the policy of the Hudson's Bay Company to affirm that it requires no renewal; accordingly, the Company, in framing this last grant, took extreme care that the chartered territory described by them as the "proper territory of the Company," should be excepted out of it. Now the grant or license of 1821, which was renewed with the reservation before mentioned, is expressly limited to such "parts of North America as do not form part of the lands and territories theretofore granted [by charter] to the Governor and Company of Adventurers of England trading into Hudson's Bay, and not being part of the provinces of Canada, or of any lands belonging to the United States of America." The extent of territory thus granted under the license of 1842 is about 2,500,000 square miles; that

claimed under the charter very little less, comprising together the whole of British America, with the exception of the Canadas.

The entire stock in trade of the Company is not more than 400,000*l.** The yearly revenue they derive from all sources averages 200,000*l.* per annum, the profits upon which amount to 110,000*l.* Now, from this large amount of income England derives the enormous rental of 5*s.* yearly; whilst the exports consist of articles of trifling importance, the annual sum of which amounts to about 25,000*l.*, employing three ships of about 300 tons burthen yearly. Hence it is evident that the Hudson's Bay Company's monopoly is not productive of the slightest advantage to the budget of the mother country.

If England derives no benefit from the establishment of the monopoly, still less advantage is it to the natives of Rupert's Land. The avowed object of the exclusive arrangement of 1821, besides preventing competition in trade, and removing all inducements to the supply of spirituous liquors to the Indians as an article of commerce, was to provide facilities and means for instructing the natives, the Company stipulating to make "due provision for their civilization and moral and religious improvement." The subjoined memorial and petition, addressed to the British Government by those natives themselves, will show how far the Company have complied with the terms of their agreement. Nevertheless, in the teeth of notorious facts, on the occasion of the Company's applying for a renewal of their license in 1842, Sir George Simpson, as local Governor of the country, submitted a report to the Government (which has been printed by order of the House of Commons), detailing the exertions of the "Company's chaplains, missionaries and schoolmasters," in civilizing and evangelising the Indians, and describing the improved condition of the native population generally throughout the territory since the passing of the grant of 1821.

See License of 1821.

[*The Numbers on the inner margin correspond with the divisions of the Company's Report. Those on the outer margin refer to corresponding Numbers in the Appendix, corroborating the Statements of the Memorial.*]

The following is the Memorial:—

To the Right Honourable the Secretary of State for the Colonies.

The humble Memorial of the undersigned Delegates from the Natives of Rupert's Land, in North America.

Most respectfully showeth,

Appendix. That your memorialists are natives of Rupert's Land, North America, entrusted with the duty of presenting the accompanying petition from their fellow-countrymen, the Indians and half-breeds residing in and near the colony on the Red River, praying for the redress of certain grievances therein set forth. 1

Appendix, 21. That from the harsh administration of the Hudson's Bay Company, discontent and misery prevail amongst the natives of Rupert's Land to an unparalleled extent; and your memorialists are most anxious that Her Majesty's Government should, as early as possible, inquire into the condition of the unfortunate people who are compelled to appeal to their Sovereign for protection against the ruinous effects and consequences of the monopoly which the Hudson's Bay Company have so long enjoyed under a charter that, according to some of the highest legal authorities, has long since lost its force. Your memorialists, trusting that a wise and paternal Government, distinguished for its attachment to a liberal policy and the principles of commercial freedom, will not suffer to pass unheeded the prayers of an oppressed and injured race, proceed to lay before your Lordship the grievances which gave rise to the accompanying petition, and humbly solicit your earnest attention to the same.

They complain, in the first instance—

That by the practice of exclusive trading with the natives, which the Hudson's Bay Company assert is secured to them by a Royal charter, that Company has for nearly the last 200 years, to the utter impoverishment, if not ruin of the natives, amassed a princely revenue, which, as your memorialists believe, now amounts to nearly a quarter of a million sterling per annum. Though one of the leading objects contemplated by the incorporation of the Company, was the introduction of Christianity amongst the Indians, and the securing a due provision for their moral, religious and social improvement, little or none of the vast sums the Company has been permitted to accumulate, has been devoted to such purposes. 2 3

See p. 92. Appendix, 5, 10, 18, 19, 20, and *See* p. 91–94, *infra*, and Testimony of retired Servants.

That, on the contrary, with a view of keeping the natives in a state of utter dependence, and of perpetuating the wandering and precarious life of the hunter, on which they erroneously consider the existence of the fur trade to depend, they have permitted generation after generation of the hapless race consigned to their care to pass their lives in the darkest heathenism. There is not at present, nor, as your memorialists confidently believe, has there ever been a single Indian school, church or other establishment for religious or general instruction, established by the Company throughout the whole of their extensive territories. What little has been done for the religious and moral improvement of the natives, is wholly due to the persevering exertions of the Church Missionary Society, and since the year 1839, of the Wesleyan Society of London. The Church Missionary Society receives no assistance whatever from the Company, and owing to the heavy expenses attending the establishment of Indian missions, its operations are necessarily very circumscribed. What assistance the Wesleyan 4

Appendix 19.

Remarks on Report, p. 60.

---

* This capital is a fictitious one, for the purpose of reducing the apparent rate of interest.

Wesleyan missionaries receive from the Company, if, indeed, they receive any, your memorialists are not prepared to say. The other objects for which the charter was granted, namely, for improving the country by opening up its mineral and agricultural resources, and facilitating the means of internal navigation and transport, so as to fit it for a future colony, have been equally overlooked, with the like view of adding to the aggrandizement of the Company. Remarks on Report, p. 60. Appendix, 7, 8, 9.

6 That the Company, after having entered into a solemn obligation with the British Government to discontinue the supply of spirituous liquors to the Indians, and after having actually abolished the trade in ardent spirits in some districts for obvious purposes, for the first few years before and after the renewal of their last license, have again introduced this deadly and demoralizing poison; thus undoing the slight amount of good which the missionaries were begining to effect, and interposing the greatest obstacle to their future success. *See* License of 1821. Appendix, 11, 12, 13, 14. Testimony of Retired Servants.

7 That owing to the numerous hunting excursions which the demands of the fur trade render necessary, and to the great slaughter of animals consequent thereon, the only present resources of the country have been gradually diminishing to such an extent, that the larger part of the native population can no longer find the means of supporting life from the pro-
8 duce of the chase, or the natural productions of the soil. In the more northern parts of the country, from which all missionaries are rigorously excluded, and where the richest furs are obtained, but where the animals which supply the food of man have almost become extinct, the Indians are exposed to the most frightful destitution. Numbers of them die yearly of famine, while others in the extremity of want and despair are tempted to commit the most revolting crimes to preserve a wretched existence. It is impossible for your Lordship's memorialists adequately to describe the sufferings of the natives who inhabit these portions of the country, arising from the exorbitant prices demanded by the traders for the wretched and almost valueless articles given in a mockery of exchange for the richest and most valuable furs. Appendix, 21, 22, 23, 24, 25, 26, 27. Appendix, 21, 28, 29, 30, 31, 32.

9 Without tents of any kind to protect them from the severity of an arctic climate—unable from their migratory pursuits to abide in permanent habitations—half naked, owing to the exorbitant prices demanded for the clothes furnished by the Company, whilst they are, at the same time, restricted from exchanging the produce of their toil with any other parties—kept constantly in the Company's debt, which they spend their whole lives in an ineffectual effort to clear off—exposed yearly to all the horrors of famine, and the attendant crimes of murder and cannibalism—the wretchedness of the people's condition can scarcely admit of addition. The scarcity which prevails in the northern districts is gradually but surely extending to the south, and unless Government interpose its paternal authority to wean the Indians from their present wandering habits, and endeavour to turn their attention to agricultural pursuits, the whole of the northern tribes must, at no distant period, when the resources of the chase shall have failed them, be subjected to all the horrors of a widespread famine, from which they never can emerge. Testimony of Retired Servants. Appendix, *passim*.

That from the line of conduct pursued by the Company, it does not appear probable to your Lordship's memorialists, that sufficient precaution will be taken by them to avert so overwhelming an evil; their agents in the country are for the most part men of very limited information, and doubtful exemplars to a people arriving so slowly at a social state. Wholly imbued with the mere spirit of trade, few of them are possessed of those generous sympathies and more enlarged views, which are necessary for undertaking and carrying out any comprehensive scheme of social amelioration. Their deity is gold, to obtain which they trample down Christianity and benevolence. Appendix, 15, 16, 17, 18.

10 That feeling the utter inadequacy of the remuneration for their furs from the Company, many of the more enterprising of the natives have formed a resolution to export their own produce, and import their own supplies, independently of the Company. They urge, that even supposing the charter were still valid, and that it vests in the Company an exclusive right of trade to Hudson's Bay as against all other traders from Britain, none of its provisions are or can be binding on the natives to trade with the Company exclusively, or can prevent them from carrying their furs or other property out of the country to the best market.

11 Where this course has been adopted, however, the Company's agents have seized the furs of such parties as refused to sell them at the prices fixed by the Company, and in some instances have imprisoned the recusant natives. Against such gross aggressions on the rights and liberties of the natives, your memorialists most vehemently protest. Being unable to obtain redress from the local courts of the country, your memorialists feel entitled to claim the protection of the British Government, and humbly entreat your Lordship to take the case into your kind consideration. *See* Petition and Instructions.

12 It is also the painful duty of your Lordship's memorialists to advert to the precarious state of the public peace throughout the territory, particularly in and about the colony on the Red River. The majority of the Indians and half-breeds in that district depend mainly on the yearly summer buffalo hunts—the colony itself verging on the boundary-line of the United States, the whole of the hunting-grounds are in the American territories. From these grounds the American Government has warned off the hunters of the Red River in favour of the natives of the plains who are under its protection, and for this purpose detachments of American troops are stationed throughout the plains to warn off all persons intruding from the British side, but at the same time proffering them the alternative of becoming American citizens. The Hudson's Bay Company, on the other hand, claim whatever is hunted on the British side of the line, distraining the goods and imprisoning the persons of those who refuse to accede to their prices. Owing to these conflicting claims, the natives, who are the original owners of the soil, have their energies and hopes completely paralysed, and are doomed to starvation in a land which is their own both by birth and by descent. Petition.

13 Deeply convinced that the present appalling condition of the native population, their

ignorance, their barbarism, and the sufferings and crimes consequent thereon, are ascribable to the present system of misgovernment, and also being fully satisfied that the existing evils would be remedied, and the still more fearful ones now pending averted, by the adoption of a system founded upon more humane and enlightened views, your memorialists most earnestly desire to impress upon your Lordship the solemn and sacred duty of inquiring into the condition of this deeply suffering people (the last remnant of a noble race), before inquiry or remedy prove too late. Hitherto no efforts have been made in their behalf by the Government of this country, to which alone they can properly look for protection and justice. The occasional reports which have from time to time been forwarded to the Government of this country, at least such as have been made public, are destitute of truth, and were evidently framed with a view to mislead the colonial authorities, and avert further inquiry. To show this, we need only request your Lordship's attention to the reports of Sir George Simpson, and beg of you to contrast them with a work published in 1845, intituled, "The Life and Travels of Thomas Simpson, by his brother Alexander." Though both brothers participated in the profits of the monopoly, and must, therefore, be presumed to be less than impartial witnesses, your Lordship will find that the book (published by Bentley, New Burlington-street) strongly sustains and fully corroborates the statements which we have the honour of laying before you.

The spirit and tendencies of the Hudson's Bay Company are, for reasons that will readily 14
suggest themselves, opposed to the spread of information among the native population, and unfortunately they possess but too many facilities for carrying into effect the short-sighted and pernicious policy by which they have uniformly been guided in their intercourse with
Appendix, *passim.* the natives. They are without any direct or positive accountability to the Legislature of this country, and as regards their operations in the distant region over which they exercise jurisdiction, are practically beyond the reach of public opinion. Their sole aim is avowedly to draw the greatest possible revenue from the country, to attain which the considerations of humanity and religion are overlooked; while, as your Lordship will perceive by the statements now submitted, the lives of the unoffending native race, who, for no fault of their own, and for no reason that can be given, are deprived of their inheritance and their natural rights, and thus of the power of helping themselves, are being virtually sacrificed year by year to the same selfish and iniquitous object. What must be the ultimate fate of this unhappy people under such a system, it is as easy to foresee as it is painful to contemplate.

Your memorialists feel assured that upon a due consideration of the statements now sub- 15
mitted, supported as they can be by a weight of testimony which places their accuracy beyond dispute, your Lordship will extend to them that humane and considerate attention to which their great and urgent importance entitles them. What further corroboration in support of the above allegations may be considered necessary, your memorialists are ready to supply, as well as to suggest such remedies as are calculated to remove the evils complained of—such simple remedies as a people both willing and able to help themselves, but deprived of the power, alone require to restore to them the blessings of peace and prosperity, and render them happy, contented and grateful subjects.

(signed) *A. K. Isbister.* *D. V. Stewart.*
Thomas Vincent. *James Isbister.*
John M'Leod.

A sixth memorialist, Mr. Sinclair, has been under the necessity of returning to America.

The following is the Petition which has been entrusted to the memorialists for presentation to her gracious Majesty:

Nous soussignés, les humbles et loyaux sujets de sa Majesté Victoire, Reine des Royaumes Unis d'Angleterre, d'Ecosse et d'Irlande, &c. &c. &c., habitant un coin réculé de ses vastes domaines sur la Rivière Rouge, Département de la Baye d'Hudson, avons osé, avec un confiance entière, nous adresser à votre Seigneurie, pour la supplier de déposer au pied du Trône et d'appuyer de son crédit les représentations et les demandes que nous exposons avec un humble respect dans la présente requête.

Attirés par de pompeuses promesses sur ce point du vaste territoire de la Baye d'Hudson, nos pères avoient espéré que les plans de feu Lord Selkirk seroient ponctuellement effectués; que, suivant les contrats en faveur des colons, leurs denrées, &c., seroient vendues à un prix suffisant fixé dans ces dits contrats, et que les travaux du laboureur ne seroient pas paralisés par l'impuissance d'en vendre les produits. Toutes ces promesses ont été éludées, toutes ces espérances ont été frustrées.

Le monopole, qui depuis environ cent soixante et seize ans pèse sur nous, va toujours s'appesantissant, au point qu'il ne nous est plus permis de nous entre échanger des pelleteries de notre pays pour des effets importés, ou *vice versâ*, sous peine d'être emprisonnés, ou de voir nos effets saisis sous le seul soupçon même qu'on doive les échanger pour des pelleteries. Cette sévérité a été poussée jusqu'au point de défendre de reçevoir du payement pour des vivres procurés à des Indiens périssant de faim, à des distances éloignées de tout sécours, vu que ce payement ne pouvoit être que des pelleteries, et nonobstant l'assurance de livrer les dites pelleteries au magazin de la Compagnie même, et au prix qu'elle en voudroit donner. Une sévérité si révoltante, pour ne pas dire inhumaine, à irrité tous les esprits, et quoiqu'on fût en partie disposé à souffrir encore longtems pour prévenir les émeutes et éviter les conséquences funeste d'une irritation à peu près générale, ne pouvant plus adresser nos plaintes au Gouverneur de la Compagnie, pour lequel le peuple n'a plus de confiance, nous prenons le seul moyen qui nous reste d'épargner le carnage et le sang, en déposant au pied du Trône nos humbles et respectueuses supplications.

1°. Comme

1°. Comme sujets Britanniques, nous désirons ardemment être gouvernés d'après les principes de cette constitution qui rend heureux tous les nombreux sujets de notre auguste Souveraine.

La justice s'administrant ici par un juge sol de par la Compagnie, les conseillers qui font les lois étant, ou créatures de la Compagnie, ou intéressés à ne point lui déplaire; etant tous, d'ailleurs, élus par le Gouverneur et le Comité de la dite Compagnie, il s'ensuit que le peuple éprouve un manque de confiance, et ne croit nullement à la possibilité d'avoir gain de cause en tout ce qui concerneroit la Compagnie, ou un ami, ou un favori d'icelle. Cette disposition des esprits, si dangéreuse à la paix et à tranquillité publique, n'existeroit pas, si le peuple, comme ailleurs dans les possessions Britanniques, avoit part aux loix qui se font, et si les jurisconsultes étoient indépendants de la Compagnie.

Nous osons humblement émettre la pensée où nous sommes, que des juges de paix ou magistrats, choisis parmi ceux que le peuple respecte et considère comme justes, aidés de jurés, seroit un mode de justice qui pourroit encore suffire longtems, ou du moins jusqu'à ce que les revenus municipaux puissent permettre les frais qu'exigeroit un cours de justice régulier.

2°. Comme sujets Britanniques, nous désirons et demandons avec instance, que cette liberté de commerce, si nécessaire à la prospérité des états, et si puissamment maintenue par les loix dans toutes les autres possessions de notre auguste Souveraine, nous soit accordée.

Par le monopole accordé à la Compagnie de la Baye d'Hudson, les habitants indigènes ont la pénible imposition de voir exportées toutes les richesses de leur pays au profit exclusif de commerçant étrangers, et tous les colons se voyent dans la nécessité d'user d'effets importés, sans pouvoir faire exporter en échange aucun des produits de leur pays. Si quelquesfois certains commerçants particuliers ont voulu tenter de transporter quelques effets du pays, la Compagnie leur a suscité tant d'embarras qu'il leur a fallu s'en désister, et toujours au détriment du pays. Sous un pareil regime, le peuple est asservi à une espèce d'esclavage, les efforts les plus énergiques de personnes industrieuses et douées de talents commerçiaux sont neutralisés; et sous cet état de choses, le mécontentement public ne peut qu'aller toujours croissant, jusqu'à ce qu'une explosion funeste à tous les partis s'en suive. Une parole de clémence de la bouche de notre Souveraine nous sauvera de ces dangers, en établissant la joie et la paix dans notre pays; puis en donnant au commerce l'énergie qu'il tire de sa liberté, déposera sur notre sol le germe de la prospérité.

3°. Nous supplions aussi qu'il soit accordé au conseil municipal de notre pays de vendre des terres à ceux qui voudroient émigrer de pays étranger au nôtre; et nous demandons instamment que pour un tems et à un taux fixé d'après le bon plaisir de sa Majesté, une somme soit prise sur cette vente pour améliorer les voies de transport.

Placés au centre de l'Amérique du Nord, à environ six cent milles de la Baye d'Hudson, le cours d'eau qui y communique est obstrué en divers endroits par des passages impraticables, où tous les effets sont transportés à bras, ce qui exige beaucoup d'hommes, beaucoup de tems, beaucoup de frais, et définitivement rend impossible l'export d'une très grande partie de nos produits.

Nos terres sont fertiles, at aisées à cultiver. Le laboureur n'attend que l'espoir de pouvoir vendre pour se livrer avec énergie à un travail qui pourroit faire de ce pays un grenier à bled.

Nous sommes près de la ligne territoriale; nous pourrions nous ranger sur le territoire voisin; nous y sommes invités; mais nous admirons la sagesse de la Constitution Britannique, et nous en désirons les privilèges.

Le désir sincère qu'a notre auguste Reine de rendre tous ses sujets heureux est connu jusqu'ici et au-delà; nous espérons donc tout de sa clémence. En nous exauçant, Elle fera des heureux; et nous prierons, &c."

[Here follow about 1,000 signatures.]

Nous soussignés certifions sous serment, que les signatures au dessus ont été données librement et volontairement consenties par chacun des signataires réciproques.

Rivière Rouge, Département de la Baye d'Hudson, ce Prémier Juin, Mil Huit Cent Quarante Six.

William Dease, *Charles Montigny,*
J. Baptiste Payette, *Cuthbert M'Gillis,*
J. Louis Rielle,

Membres d'un Comité élu par le Peuple.

For the guidance of the Memorialists, the following Instructions, relating more specially to the Natives of the Red River District, were addressed to the Delegate in charge of the Petition:—

Instructions to the Messenger by the Members of the Committee.

We, the undersigned members of a Committee elected by the people in order to redact a petition to elect a messenger, and commit to writing instructions to the same, in conformity with the desires and unanimously known interests of the people, have inscribed the following observations.

It will be a duty to the Commissionary to take the opportunity of every favourable circumstance to give a true state of the manner in which this colony and the country in general is governed; to expose sincerely the desires of its inhabitants, and the possible improvement for their welfare. He shall make use of moderation, speaking of those whose interests are opposed to curs with discretion, and in honest terms. He shall have a peculiar care in advancing nothing but that could be duly proved.

He must note previously that the company having bought from the succession of Lord Selkirk, his rights upon this Colony, we do consider the same Company as being obliged to fulfil the contracts of it, and to promote the prosperity of the said Colony.

He shall represent:—

1st. That several individuals are complaining that the Company have obliged them to pay lands without giving them any contract in legal form, and in spite of their will, the officers of the Company retaining upon the wages of their servants the price of the same lands, which price has been placed, not in the municipal trunk [bank], but in that of the Company. Is it, then, that the Company might have the property of the lands? This appears to us inseparably united to the rights of the Crown

2d. The Company gives in circulation bills, the exchange thereof cannot be received but in London, a thing which is impossible to the greatest number of us. Could we not have a right to require that exchange of them be done in the country, and in the most central part of the colony?*

3dly. Already the Chief Factor, named Governor of the Assiniboine, has made us understand that he might suddenly stop the course of the money papers, which would expose us to losses, and occasion great difficulties in our transactions. In order to avoid a danger of which we have threatened, and that the least pretext in a quick-minded man might lead to execution, the Commissionary shall invocate the influence of his Lordship in order to obtain that silver money be put in course in this country; the bank-houses, or Company house being too far off from us.

4thly. Le portage of certain goods on the Company's ship having been refused, under eluding pretexts, and with the visible end of discouraging; could not the Company be obliged to take on their bond everything that would be exported from the Colony at the risk and expenses of private traders? Seeing that the Company's exclusive right to the only important branch of commerce until now; take off for another ship a chance of an advantageous load, when it would consist in articles exclusive from furs.

5thly. That if the Company must have for some time again the exclusive right in the trade of this country, would it not be a duty of justice that they would be obliged to purchase, at reasonable prices, all that the inhabitants have to sell, and does it not look unjust, that having kept exclusively for them all the advantages, they could not be obliged to take the changes?

6thly. The same exclusive right would seem to put us in reason to require from the Company to bring to the shop of the colony the things necessary, and in a sufficient quantity for the want of the inhabitants; then it is common to us wanting things the most important to life in this country; viz. gunpowder, thread for nets, tea, &c., the same articles being sometimes taken off from the colony-shop to be transported to trade-posts, afar, and even on the American territory, and thus to the great discontent of the settlers.

7thly. We think the Company is guilty of an abuse in extending their claims as far as to forbid to the inhabitants of this country to exchange between themselves furs; and we believe that they have acted unjustly by confining in gaol individuals who were not attempting, who had not even the idea to take off from the country the furs that they had, and also in putting under a caution and seizing the goods imported under that pretext that they were intended to be exchanged for furs. We had believed that in law we could not be punished for the intention, but the infraction of the law only could deserve punition.

8thly. That the wise laws forbidding to deliver intoxicating liquors to the Indians being in force amongst the settlers, we feel it repugnant to see an exception for the Company in the penalties of that law; that it would be forbidden to the settlers to sell beer to the Indians under penalty of fine, and that the Company be free to sell strong liquors to the same Indians. That partiality excites indignation against the legislators.

9thly. The Commissionary shall beseech his Lordship to supply by his credit to the wants of formalities from the part of a people which lives too far off to be aware of them, and to have the goodness to do so that the attention of our good Queen be rather fixed upon the truth of our observations, and the sincere intention that we have to keep the peace, and spare the life of her devoted subjects.

In support of the foregoing statements, we append the following extracts from the published works of Mr. Alexander Simpson and the Rev. Herbert Beaver relating to the condition of the Hudson's Bay Company's territories, corroborating in the strongest manner the grievances so simply and temperately complained of by the petitioners. Mr. Simpson was 14 years in the service of the Company, in which he rose to be a chief trader or partner, and is still, it is believed, a shareholder in the concern. The Rev. Mr. Beaver resided for some time on

---

* The Company allow no gold or silver money to circulate in their territories; what little finds its way into the country from the United States is carefully drained off every year, and shipped to England. The only circulating medium consists in promissory notes, which, by a wretched mockery, are payable in London only, to people who can never go there. As a great proportion of the Company's retired servants settle in the Red River Colony, their hard earnings are paid off in these notes. By the artifice of making them payable in London only, the Company are enabled to clear off all demands upon them in the shape of servant's wages, for the mere cost of the printing of the notes.

on the North-west Coast (the Oregon territory), and is described by Sir George Simpson as "another of the Company's chaplains, under whom missions and schools had been established at several of their depôts or posts on the Columbia River." It is but fair to hear Mr. Beaver's own account of his interesting labours; and it only remains to add, that both these gentlemen left the country subsequently to the date of the Reports of Sir George Simpson and Sir J. H. Pelly, with which their statements are here contrasted :—

EXTRACTS from the Reports of Sir *J. H. Pelly* and Sir *G. Simpson*, Governors of the Hudson's Bay Company, submitted to the British Government on applying for the Renewal of the exclusive License of the Company in 1837.—Printed by order of the House of Commons, 8 August 1842.

"DURING the competition in trade previous to the year 1821 (when the exclusive management fell into the hands of the Hudson's Bay Company), it was found impossible to take any effectual measure towards the civilization or moral and religious improvement of the native population. Since that period the Company have established two Protestant missions under the management of their chaplains, at Red River settlement, where there are likewise two Catholic missions and 13 schools."—*Report of Sir G. Simpson*, p. 16.

"It is gratifying to be able to say that the zealous endeavours of our missionaries have been most successful."—*Ibid.*

"The Hudson's Bay Company have likewise established missions and schools at several of the principal depôts or posts on the Columbia River, west side of the Rocky Mountains, under the management of another of their chaplains."—(Mr. Beaver, the only clergyman who ever entered that part of the Company's territories. His own somewhat different account of his labours will be found in the opposite column.)

"We are using our utmost endeavours in every other part of the country, where the climate and soil admit of it, to collect the Indians into villages, and direct their attention to agriculture, as the first step towards civilization."—*Ibid.*

"I have no hesitation in saying that the native population of the countries through which the Hudson's Bay Company's business extends, never derived any real benefit from their intercourse with the whites until the fur trade became exercised under the existing License. In proof of this, the population of some of the tribes, previous to that time sensibly diminishing, is now increasing." —*Reports of Sir G. Simpson*, p. 17.

"The employment we afford at those seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with the officers and servants,

EXTRACTS from the Life of *Thomas Simpson*, by his Brother Alexander. Bentley, New Burlington-street, 1845; and a Letter of the Rev. *Herbert Beaver* relating to the Indians on the North-west Coast of America, to the Aborigines Protection Society. —*Tracts Relating to the Aborigines.* Marsh, 84, Houndsditch, 1842.

"THIS extensive field for missionary enterprise (the Hudson's Bay territories) was unoccupied until the year 1839, when the attention of the Wesleyan Conference of Canada was directed towards it."—*A. Simpson*, p. 432.

"From time to time, I reported to the Governor and Committee of the Company in England, and to the Governor and Council of the Company abroad, the result of my observations for an immediate attempt at the introduction of civilization and Christianity among one or more of the aboriginal tribes, but my earnest representations were neither attended to nor acted upon.

"Although the Hudson's Bay Company owes its entire prosperity, nay, its very existence, to commerce with the natives of the well-nigh unlimited territory over which it exercises a nearly uncontrolled sway, yet little has hitherto been done by the Company on the east side of the Rocky Mountains, and nothing on the west side, towards advancing in the scale of creation the innumerable tribes of untold rational and immortal beings whose most important destinies have for the last 170 years been placed in its hands."—*Beaver*, p. 16.

"With the exception of those placed on the confines of civilization, and the few located at Red River colony, none have, until a very recent period, heard of Christianity, save perhaps accidentally, from traders whose lives but little accorded with its precepts."—*A. Simpson*, p. 431.

"God knows that I speak the conviction of my mind, and may He forgive me if I speak unadvisedly when I state my firm belief, that the life of an Indian was never yet by a trapper put in competition with a beaver skin."—*Beaver*, p. 19.

"I cannot close this description of the character and condition of a much injured, much neglected, and therefore, rapidly decreasing branch of the great family of mankind, without quoting the following remarks on the proper conduct of white men towards savages (of all regions), which were addressed to me by an associated body of French Philanthropists (far different, alas! is the general conduct of the French nation)." *A. Simpson*, p. 432.

"It is an observation never more truly exemplified than at the Company's settlements, that whenever the Gospel has been carried among modern heathen nations, there simultaneously

Extracts from Reports, &c.—*continued.*

servants, tends towards their gradual civilization and improvement; and we find our own interests promoted by an equitable and liberal system of trade and management."—*Report of Sir G. Simpson.*

"On the banks of the Columbia, we are directing our attention to agriculture on a large scale.

"I have also the satisfaction to say, that the native population are beginning to profit by our example, as many formerly dependent on hunting and fishing now maintain themselves by the produce of the soil."—*Report of Sir G. Simpson.*

"The employment we afford at those seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with our officers and servants, tends towards their gradual civilization and improvement; and we find our own interests promoted by an equitable and liberal system of trade and management."—*Report of Sir G. Simpson.*

"The principal benefit the Company derive from the exclusive license of trade, is the peaceable occupation of their own proper territory, from which they draw nearly the whole of the profits of their trade, and for the protection of which they have a right to look to Government in common with the rest of Her Majesty's subjects, as the trade of the country embraced in the Royal License is, as yet, of very little benefit to them, and affords greater advantages to the mother country in the employment of shipping, and in the revenue arising from imports and exports, than the Company derive from it."*—*Sir J. H. Pelly's Report*, p. 26.

Extracts from Life, &c.—*continued.*

simultaneously has vice, before unknown, been imported. Assuredly the Indians saw no recommendation of religion in the example of the generality of the Company's servants, with whom its precepts seemed to be in total abeyance."—*Beaver*, p. 18.

"An awful fatality seems to overhang the retiring members of the Company, a punishment for the unprincipled and licentious lives they have led."—*A. Simpson*, p. 81.

"I also became acquainted with many acts of cruelty and murder committed upon the natives by persons in the Company's service, some of which I narrated by letter to the Deputy-governor of the Company at home, and to the Governor of the Company's foreign possessions, in the hope that a stop might be put to the recurrence of these horrible atrocities; but from both I incurred a rebuke for my undue interference in matters which did not professionally concern me."—*Beaver*, p. 16.

"One great cause of the immorality at the place where I was stationed, and a consequent barrier to the improvement and conversion of the Indians, was the holding of some of them in a state of slavery by persons of all classes in the Company's service, and by those who have retired from it, and become settlers on the rivers Willamette and Cowlitz, but over whom the Company retain authority. The women, themselves, who were living with the lower class of the Company's servants, were much in the condition of slaves, being purchased of their Indian proprietors or relations, and not unfrequently re-sold amongst each other by their purchasers. But I forbear to add more upon this part of my subject, having communicated full information respecting it to the Committee of the Anti-Slavery Convention, by whom my communication has been published."—*Beaver.*

"With respect to the furs of that country, to rob their lawful owner of them by taking possession of them either with no payment, or with a most inadequate one, is surely not a legitimate method of teaching him their proper use and value. Of articles bartered by the Company for peltry and other native produce, one-half may be classed as useless, one-quarter as pernicious, and the remainder as of doubtful utility."—*Beaver*, p. 10.

"The prices paid to the natives for their furs are, in general, exceedingly small. Throughout the whole of the protected territories, the value of goods bartered for furs is certainly under one-twentieth of the value of these furs in England."—*A. Simpson*, p. 427.

"The entire value of all the furs and other articles traded by the Company from the Indians in all its territories and possessions, average less than 200,000*l.* per annum. In one year it amounted to 211,000*l.*, and the net profits for that year were declared at 119,000*l.*"—*Ibid.* p. 428.

The

* The Company annually fit out one ship of about 300 tons burthen to the territories here spoken of, and from it are derived those "great advantages to the mother country, in the employment of shipping," which Sir

The following extracts from works of an earlier date, taken in connexion with the foregoing statements of Beaver and Simpson, show that the policy of the Hudson's Bay Company towards the natives has been, throughout, such as above described by these authors :—

"The Company find the profits arising from that inconsiderable part of the produce of this country which they have monopolised, so enormous, that, while they are resolved to be undisturbed in the possession, they can have no motive to increase them, but are rather induced to prevent this as an evil that would endanger the loss of the whole. From hence, perhaps, proceeds that vigorous exertion of their art and power to keep all their servants, except the chief factors and the captains of their ships, totally ignorant both of the country and trade; hence their treatment of the natives, which, so far from aiming at instructing their minds and reforming their manners, is made up of cruelty to their persons, impositions upon their ignorance or their necessity, and a fomentation of a spirit of discord among them, that in time must destroy them all."—*Robson's Account of a Six Years' Residence in Hudson's Bay*, 8vo. London, 1752, p. 74.

"During the long time in which the Company have been in possession, they have not once attempted to civilize the manners or inform the understandings of the natives; neither instructed them in the great principles and duties of piety."—*Ibid.* p. 82.

"The instances of neglect and abuse of the natives are so gross, that they would scarcely gain credit even among uncivilized barbarians who never heard of the mild precepts of Christianity. Besides the facts already mentioned, the following one was well attested by the servants of the Bay, and was also produced in evidence before the Committee [of the House of Commons]:—An Indian boy at Moose factory, being taught to read and write through the humanity and indulgence of a governor there, wrote over to the Company for leave to come to England, in order that he might be baptized; but upon the receipt of his request, which any man who had the least sense of religion, and the least regard for the spiritual happiness of a fellow-creature, would with joy have complied with, an order was sent to the governor to take the boy's books from him, and turn him out of the factory, with an express prohibition against any Indians being instructed for the future. This was the source of much affliction to the poor boy, who died soon after, with a penitence and devotion that would have done honour to his masters. But from whence can such preposterous and unnatural behaviour take its rise, unless from the apprehension that if the natives were properly instructed and made converts to Christianity, they would all claim the privileges of British subjects, and apply to Britain to be supported in them? The Company, therefore, to prevent their suffering a remote evil as traders, have violated their indispensable duty as men and Christians."—*Robson*, p. 77.

"When we recollect that this country has been in the hands of an incorporated Company for upwards of 113 years, and compare the few discoveries that have been made during that period with those made in other parts; when we reflect how little we are acquainted with its soil or productions, and how ignorant we are with respect to its capability of improvement; when we further consider that no care has been taken to cultivate a reciprocal friendship with remote nations of Indians; but, on the contrary, that those we are already acquainted with have been vitiated by the introduction of spirituous liquors, and disgusted by ill-usage; such reflections naturally excite in the bosom of every one that has the good of their country at heart, a wish that so extensive and improveable a country were in the possession of those who would take more pains to render it more beneficial to the mother country."—*Umfreville's Present State of Hudson's Bay*, p. 102. London, 1790.

The following instance of barbarity, related by Lieutenant Chappell, R. N., of his Majesty's ship "Rosamond," in his "Narrative of a Voyage to Hudson's Bay," would appear incredible, did it not rest, to use his own expression, on "the most indubitable authority:"—

"When first the Europeans (the agents of the Hudson's Bay Company) went to settle at Richmond (a whaling station on the coast, which was shortly afterwards abandoned), the Esquimaux, who reside about this part, kept them in a continued state of alarm all the winter, by lurking about the woods in their sledges drawn by dogs. At length an English boy was missing from the settlement, and after some difficulty, two Esquimaux were seized and confined in separate apartments. In order to recover the absent youth the settlers made use of a stratagem. A musket was discharged in a remote apartment, and the settlers entering the room in which one of the Esquimaux was confined, they informed him by signs that his comrade had been put to death for decoying away the boy; and they gave him to understand, at the same time, that he must prepare to undergo the same fate, unless he would faithfully pledge himself to restore the absentee. The Esquimaux naturally promised everything, and on being set at liberty he made the best of his way into the woods, and,

---

Sir John Pelly describes. As there is no duty on furs, and all the exciseable articles sent out to the country are purchased in bond, the total revenue Great Britain derives "from exports and imports," and every other source, amounts to the sum of 5*s.* annually, paid as "rent" into Her Majesty's Treasury every 1st of June.

and, of course, was never afterwards heard of. They kept the other native for some time a prisoner; at length he tried to effect his escape by boldly seizing the sentinel's firelock at night, but the piece accidentally going off, he was so terrified at the report that they easily replaced him in confinement; yet, either the loss of liberty, a supposition that his countryman had been murdered, or that he was himself reserved for some cruel death, deprived the poor wretch of reason. As he became exceedingly troublesome, the settlers held a conference as to the most eligible mode of getting rid of him; and it being deemed good policy to deter the natives from similar offences by making an example, they accordingly shot the poor maniac in cold blood, without having given themselves the trouble to ascertain whether he was really guilty or innocent."—*Narrative of a Voyage to Hudson's Bay, by Lieut. Chappell*, R. N., p. 156. London, 1817.

The instances of similar atrocity which may be adduced would fill a volume, but limited space will not admit of more than a concluding extract from the work of Mr. Beaver, already alluded to, with which these appalling details will be closed:

"About the middle of the summer 1836, and shortly before my arrival at Vancouver, six Indians were wantonly and gratuitously murdered by a party of trappers and sailors, who landed for the purpose from one of the Company's vessels, on the coast somewhere between the mouth of the river Columbia and the confines of California. Having on a former occasion read the particulars of this horrid massacre, as I received them from an eye-witness, before a meeting of the Aborigines' Society, I will not now repeat them. To my certain knowledge, the circumstance was brought officially before the authorities of Vancouver, by whom no notice was taken of it, and the same party of trappers, with the same leader, one of the most infamous murderers of a murderous fraternity, is annually sent to the same vicinity, to perform, if they please, other equally tragic scenes.

"In the former part of the same year, I was credibly informed that the same party killed one Indian, wounded another, supposed mortally, and threw a child into a fire, in consequence of a quarrel respecting a knife, which was afterwards found upon one of themselves. And during the year before, they put four Indians to death for stealing their horses, which might be pleaded as some excuse for the brutality, but that they afterwards killed 10 or 12 more in cold blood, and set fire to their village.

"Since writing the above," he adds at the end of his communication, "I have learned from good authority, that in the month of August 1840, an Indian was hanged near the mouth of the Columbia River, and several others shot, and their village set on fire by a party in the employment of the Hudson's Bay Company, under the command of Chief Factor M'Loughlin, who led them from Fort Vancouver, thus indiscriminately to revenge the death of a man who lost his life in an affray while curing salmon."

Do not these things, as Mr. Beaver himself elsewhere asks, imperatively demand inquiry and interference? Is not such treatment as has been narrated of their red brethren unbecoming to persons who profess the religion of the Prince of Peace, and to persons who, ignorant themselves of the precepts of Christianity, may be in the service of such professors?

Prices paid to the Indians for their Furs.

Sir J. H. Pelly, in his Report to the Lords of the Committee of the Privy Council for Trade, already quoted, states that the "trade of the country embraced in the Royal License is as yet of very little benefit to the Company," and affords greater advantage to the mother country than to them. The annexed tariff, exhibiting at once the articles supplied, and the prices paid to the Indians inhabiting that territory for their furs, will show that whatever may be the cause of the limited profits derived from this trade, it cannot be attributed to any undue liberality in the remuneration afforded to the natives. The tariff here given is that, with a few trifling local modifications, employed over the whole of the licensed country east of the Rocky Mountains, embracing a very great extent of territory.

It may be mentioned that 33 1-3d. per cent. on the prime cost of the goods is considered by the Company to cover the expenses of freight, &c. to the country. The selling prices of the different skins are extracted from a table given by Mr. Murray, in his work on British North America, in the series of the "Edinburgh Cabinet Library," based on a list "obligingly furnished by the Company themselves," as a fair indication of the average prices of furs in the market.

A comparison of this tariff, with the earlier lists of Umfreville and others, shows anything but an improvement in the hard terms which, under the circumstances of the country, may be said to be forced on the Indians.

TARIFF employed in the Territory embraced within the Royal License situated East of the Rocky Mountains.

Prime Cost.	Articles supplied to the Indians.	Beaver Skins.		Martin Skins.		Silver Fox Skins.		Lynx Skins.		Otter Skins.	
		No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
s. *d.*			£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
22 –	1 Gun	20	32 10 –	60	46 10 –	5	50 – –	20	20 – –	20	23 10 –
– 1½	1 Gill of Powder	1	1 12 6	3	2 6 6	¼	2 10 –	1	1 – –	1	1 3 6
– 1¼	18 Leaden Bullets	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 1	8 Charges of Shot	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 1	10 Gun Flints	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
1 6	1 Axe	3	4 17 6	9	6 19 6		7 10 –	3	3 – –	3	3 10 6
12 –	1 Copper Kettle (6 gal.)	16	26 – –	48	37 4 –		40 – –	16	16 – –	16	18 16 –
– 2	1 Fire Steel	1	1 12 6	3	2 6 –		2 10 –	1	1 – –	1	1 3 6
– 4	1 Scalping Knife	1	1 12 6	3	2 6 –		2 10 –	1	1 – –	1	1 3 6
– 6	1 File (8 inch)	2	3 5 –	6	4 13 –		5 – –	2	2 – –	2	2 7 –
– 9	Tobacco Box and Burning Glass	2	3 5 –	6	4 13 –		5 – –	2	2 – –	2	2 7 –
– 2	1 Common Horn Comb	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 2½	8 Awls	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 3½	1 Dozen Brass Buttons	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 3	12 Brass Finger Rings	2	3 5 –	6	4 13 –		5 – –	2	2 – –	2	2 7 –
– 1	6 Clay Tobacco Pipes	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 4	1 Paper Mounted Mirror	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 10	1 lb. Beads	6	9 15 –	18	13 19 –		15 – –	6	6 – –	6	7 1 –
– 3½	6 oz. Tobacco	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
5 9½	1 Blanket (3 point) plain	10	16 5 –	30	23 5 –		25 – –	10	10 – –	10	11 15 –
7 –	Ditto striped	12	19 10 –	36	27 18 –		30 – –	12	12 – –	12	14 2 –
12 –	Man's Slop Coat (large)	12	19 10 –	36	27 18 –		30 – –	12	12 – –	12	14 2 –
5 5	Boy's ditto (largest)	5	8 2 6	15	11 12 6		12 10 –	5	5 – –	5	5 17 6
– 2¼	6 Yards Gartering	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
6 6	1 Pair of Trowsers	9	14 12 6	27	20 18 6		22 10 –	9	9 – –	9	10 11 6
1 9	1 Shirt (Cotton)	3	4 17 6	9	6 19 6		7 10 –	3	3 – –	3	3 10 6
– 4¾	1 Handkerchief (Cotton)	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 3	1 Oz. Vermilion	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6
– 4	1 Pint of Rum (watered)	1	1 12 6	3	2 6 6		2 10 –	1	1 – –	1	1 3 6

1 Silver Fox Skin is equivalent to 4 Beaver Skins.

See corroboration of this Tariff, "Observations," page 67, and Appendix No. 28, 29, 30 and 31.

THE subjoined document has never before appeared in print, its existence having been not even suspected by the British Government. It was passed in the second year of the reign of William and Mary, A.D. 1690, and was intituled—

"AN ACT for confirming to the Governor and Company trading to Hudson's Bay their Privileges and Trade."

(Copied verbatim from the Rolls of Chancery.)

"FORASMUCH as his late Majesty King Charles the Second, by his Letters Patent or Charter under the Great Seal of England, bearing date the second day of May, in the two-and-twentieth year of his reign, reciting, or taking notice, that his then Highness Prince Rupert, Christopher Duke of Albemarle, William Earl of Craven, and divers other Lords therein particularly named had, at their own great costs and charges, undertaken an expedition to Hudson's Bay, in the north-west parts of America, for the discovery of a new passage into the South Seas, and for finding some trade for furs, minerals and other considerable commodities, and that by such their undertaking they had made such discoveries whereby might probably arise much advantage to his said Majesty and this kingdom; for which, and for other reasons and motives in the said charter mentioned, his said late Majesty was graciously pleased thereby to incorporate, create and make the said Prince Rupert, Duke of Albemarle, Earl of Craven, and other the Lords and persons therein particularly named, and such others as should be admitted into the Society (as therein is mentioned), one body corporate and politic in deed and name, by the name of the Governor and Company of Adventurers of England, trading into Hudson's Bay, and by that name to have perpetual succession, and to sue and be sued, take, purchase or grant; and by the said letters patent or charter of incorporation provision was made, as well for the appointment and constitution of the first and present, as well as for the choosing, appointing and admitting of all future governors, deputy-governors, committees, members and officers of the said Company, and for the making of laws, constitutions and ordinances, and for the government of the said Company and trade, and otherwise, and the sole trade and commerce of all these seas, streights, bays, lakes, rivers, creeks and sounds, in whatsoever latitude they shall be, that are within the entrance of the streights commonly called Hudson's Streights, together with all the lands and the territories upon the countries, coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid, which were not then actually possessed by or granted to any of his said late Majesty's subjects, or possessed by the subjects of any other Christian prince or state, with divers and sundry privileges, liberties, jurisdictions, franchises, powers and authorities to punish offenders, and to sue for and recover penalties, with other powers and authorities, matters and things, in the said letters patent or charter of incorporation mentioned and expressed, were thereby granted to and vested in the same said Company and their successors for ever, in such sort, manner and form as in and by the said charter

charter or letters patent, and enrolment thereof, is mentioned and expressed, and as thereby more fully appears: And forasmuch as the said Governor and Company, at their great charges and with much difficulty and hazard, have settled and made great improvements of the trade to the said seas, streights and places aforesaid, which as now and for several years past hath been found to be useful and profitable to this kingdom and the navigation thereof for furs, minerals and other considerable commodities; and it appearing that the said trade cannot be carried on or managed so advantageously either to the honour or interest of this realm as in a company and with a joint stock, and it being necessary that such a company should have sufficient and undoubted powers and authorities, privileges and liberties to manage, order and carry on the said trade, and to make bye-laws, orders, rules and constitutions for the due management and regulation as well of the said Company as trade, and for the punishment of offenders, and recovering of forfeitures and penalties, which cannot be so effectually done as by authority of Parliament: be it therefore enacted, by the King and Queen's most excellent Majesties, by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled, and by the authority of the same, that the present Governor and Company of Adventurers of England trading into Hudson's Bay, and their successors, shall at all times from henceforth stand, continue and be a body politic and corporate in deed and name, by the name aforesaid, and according to the purport and effect of the said letters patent or charter hereinbefore mentioned; and that the said letters patent or charter hereinbefore mentioned, bearing date the said second day of May, in the two-and-twentieth year of the reign of his said late Majesty King Charles the Second, and all things therein contained, be, and by virtue of this present Act shall be from henceforth ratified, established and confirmed unto the present Governor and Company of Adventurers of England trading into Hudson's Bay, and to their successors for ever, and also that the said Governor and Company and their successors shall and may have, do, use, exercise and enjoy all and singular the liberties, privileges, powers, authorities, matters and things in the said letters patent or charter mentioned to be granted to them, and also that the said letters patent or charter, and all and every the liberties, franchises, immunities, privileges, jurisdictions, powers, authorities, royalties, hereditaments, matters and things whatsoever, and of what nature or kind soever thereby given, granted or demitted, or mentioned to be given, granted or demitted to the said Prince Rupert, Duke of Albemarle, Earl of Craven and other the Lords and persons therein particularly named, and thereby incorporated, and to the Governor and Company thereby created, made or erected, and to their successors, and to all governors, deputy-governors, committees and other members, officers and servants, of or upon the said Governor and Company for the time being, and their successors, or otherwise. Howsoever, with and under such restraints and prohibitions, and subject and liable to such forfeitures and remedies for recovering thereof, as in the said Charter are contained, shall from henceforth be good and effectual, and available in the law, and to all intents, constructions and purposes to the aforesaid new Governor and Company and their successors for evermore, and shall and may be by the new Governor and Company and their successors from time to time for ever hereafter holden and enjoyed, and put in execution after and according to the form, words, sentences, purport, effect and true meaning of the said letters patent or charter, and that as amply, fully and largely, to all intents, constructions, and purposes, as if the same letters patent or charter, and the general matters and things therein mentioned, and thereby granted or mentioned to be granted, were word for word recited and set down at large in this present Act of Parliament, any law, statute, usage, custom or other matter or thing to the contrary notwithstanding. Provided always, and be it further enacted, by the authority aforesaid, that the said Governor and Company shall make at least two public sales of coat beaver in every year, and not exceeding four, and that they shall proportion the same into lots each of about 100*l.* sterling, but not exceeding 200*l.* value; and that in the intervals of public sales the said Company may not sell coat beaver by private contract, and at any lower price than it was set up at the last public sale, and that the coat beaver now in the Company's hands shall be liable to the same rules. Provided always, that this Act shall continue and be in force for the time of seven years, and from thence to the end of the next Session of Parliament and no longer."

Mr. Robson gives the following account of the passing of the Act, which will be found to perfectly explain away any contradictions apparent in it:—

"It being alleged in the Committee [of the House of Commons], that the Company's Charter was confirmed by Act of Parliament, the Lords' and Commons' Journals were inspected, from which it appeared, that in 1690, the Company, sensible that they had no legal title to their monopoly, petitioned the Commons for a Bill to confirm their charter, upon account of the great losses they had sustained from the French, and their having no right to restrain English interlopers.

"Accordingly, a Bill for a perpetual confirmation was brought into the House, but upon a petition against the Bill from the furriers, and afterwards from the northern colonies of America, some of which came too late to be heard, at the third reading a rider was proposed to make it temporary, and upon a division whether for seven or ten years, it was carried for the latter; but the Lords returning it amended, by inserting seven years instead of ten, the Commons agreed to the amendment, and passed the Bill. The Commons, however, to prevent their being surprised into such an act for the future, came to a resolution, which was made a Standing Order of the House, that no petition should be received for confirming the charter, unless the charter itself was annexed to the petition."

"The Act for confirming the Company's charter," he continues, "expired above 50 years ago.

ago. They have not had the assurance to apply for a renewal, and yet have been mean enough to keep the absolute possession of what they knew was become the property of the nation."

The foregoing statements are sufficiently indicative of the lamentable results of the monopoly established by the Hudson's Bay Company, both with reference to the natives of Rupert's Land, and the interests of the mother country; and it is sincerely to be desired that the Legislature should open its eyes to the policy of introducing a healthier system, namely by throwing open trade to those territories over which the Company exercise their illegal jurisdiction. The advantages of such a course are manifest; first, in the facilities which the occupancy of settlements on the sea-coast would afford to our rapidly declining whale fisheries; secondly, in the opening of a new channel for British enterprise and employment of capital, by working the valuable mines of silver, lead and copper, especially the two latter, in which the country is known to abound; thirdly, by the establishing of salmon, porpoise, and seal fisheries along the coast; fourthly, by leasing, or letting as pasture lands, until the country could be brought into more general cultivation, the extensive plains which now support thousands of droves of wild buffaloes and horses; fifthly, the establishing of a good export trade in wood, tallow, hides, wool, corn and other natural productions of the country—sources of revenue which the Company wholly neglect, modestly contenting themselves with the enormous profits accruing to them from their exclusive trade in furs. But apart from the political and commercial importance of the subject to the British Government, the condition of the natives is even more deserving of its attention. When we assert that they are steeped in ignorance, debased in mind, and crushed in spirit; that by the exercise of an illegal claim over the country of their forefathers, they are deprived of the natural rights and privileges of free-born men, that they are virtually slaves, as absolutely as the unredeemed negro population of the slave states of America; that by a barbarous and selfish policy, founded on a love of lucre, their affections are alienated from the British name and Government, and they themselves shut out from civilization, and debarred from every incentive thereto; that the same heinous system is gradually effacing whole tribes from the soil on which they were born and nurtured, so that a few years hence not one man from among them will be left to point out where the bones of his ancestors repose. When we assert all this in honest, simple truth, does it not behove every Christian man to demand that the British Legislature should not continue to incur the fearful responsibility of permitting the extinction of these helpless, forlorn thousands of their fellow creatures, by lending its countenance to a monopoly engendering so huge a mountain of human misery. For the honour of our nature we trust it may not be—for the honour of this great country, we pray it will not be; and, sincerely trust we, some few voices will respond earnestly, Amen.

—No. 18.—

COPY of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

No. 18.
A. K. Isbister, Esq., to Earl Grey, 18 Dec. 1847.

77, Jubilee-street, Mile-End-road,
18 December 1847.

My Lord,

IN the last communication, dated June 14th,* which I had the honour to receive from your Lordship, on the subject of the petition addressed to Her Gracious Majesty, from the natives of Rupert's Land, British North America, your Lordship was pleased to express your intention of referring the grievances it set forth to the consideration of the Governor-general of Canada, with instructions for him to prosecute a further inquiry into the matter there.

* Page 50.

To the Report of the Governor of the Hudson's Bay Company on our memorial, transmitted with the communication referred to, I had likewise the honour of forwarding, shortly after, a full and detailed reply; establishing, I trust to your Lordship's satisfaction, the several allegations of the memorial sought to be impugned in that document.

I trust, it will not be considered obtrusive, if, after this interval, I take the liberty respectfully to inquire whether your Lordship has come to any decision on the subject I have had the honour to bring under your notice.

I have, &c.

(signed) *A. K. Isbister.*

—No. 19.—

COPY of a LETTER from *B. Hawes*, Esq., M.P., to *A. K. Isbister*, Esq.

No. 19.
B. Hawes, Esq., M.P., to A. K. Isbister, Esq., 2 Feb. 1848.

Sir,

Downing-street, 2 February 1848.

IN answer to your letter of the 18th December, inquiring whether Earl Grey had come to any decision on the complaints preferred by the inhabitants of

Rupert's Land, British North America, of the conduct and administration of the Hudson's Bay Company; I am directed to inform you, that the despatch which his Lordship addressed some months ago to the Governor-general of Canada on this subject has not yet been answered, and that the delay is probably attributable to the wish of the Governor to obtain further information before he transmits his Report. Until the arrival of that Report, Lord Grey cannot decide upon the subject, but his Lordship is in communication with the Governor of the Hudson's Bay Company, with the view of devising the best mode of instituting an inquiry on the spot into the allegations against the Company.

I have, &c.
(signed) *B. Hawes.*

—No. 20.—

Copy of a LETTER from *B. Hawes*, Esq., M.P., to Lieutenant-colonel *Crofton*, Her Majesty's 6th Regiment of Foot, Fermoy.

No. 20.
B. Hawes, Esq., M.P., to Lieut.-Colonel Crofton, 8 February 1848.

Sir, Downing-street, 8 February 1848.

In the course of the last year, complaints of a serious nature against the conduct of the Hudson's Bay Company towards the native Indians and inhabitants of Rupert's Land, have been preferred by Mr. A. K. Isbister, in a memorial to the Queen, which he was deputed to bring to this country from British North America. An investigation having accordingly been instituted in this country into these complaints, and proceedings taken for the same purpose in Canada (though the result in that province is not yet known), great difficulty is experienced in arriving at a just conclusion upon them, in consequence of the charges against the Company and their defence both resting, to a great extent, on mere assertion. Under these circumstances, Sir J. Pelly has suggested that the information which you have obtained during your recent residence at Fort Garry, would enable you to furnish Her Majesty's Government with an impartial opinion on the question at issue between the Hudson's Bay Company and the Indians on the Red River, so as to enable Her Majesty's Government to determine whether the complaints against the Company are well founded, and if so, what measures should be taken for affording the Indians redress.

For this purpose I am directed by Earl Grey now to address you, and to send herewith an abstract of the principal charges brought against the Company, together with a copy of the memorial from the Indians, above referred to; and I am to request that you would favour his Lordship with such information on the different points therein mentioned, or on any others bearing on these differences, which it may be in your power to afford.

I have, &c.
(signed) *B. Hawes.*

—No. 21.—

No. 21.
A. K. Isbister, Esq., to Earl Grey, February 1848.
* Page 97.

Copy of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

77, Jubilee-street, Mile-End-road,
My Lord, February 1848.

I have to acknowledge receipt of a communication, dated 2d instant,* from Mr. Under-secretary Hawes, stating that your Lordship is in communication with the Governor of the Hudson's Bay Company, with the view of devising the best mode of instituting an inquiry on the spot into the allegations preferred against that body, by the memorialists from Rupert's Land.

In their name, I beg to express the great satisfaction this information has afforded us, and which, I feel assured, will be shared by the natives of Rupert's Land generally, who will find in this result of their appeal to the justice and protection of the British Government, the best reward of that peaceful and constitutional course they have pursued, in addressing their grievances to your Lordship. Sensible of the great importance of the step your Lordship has taken in reference to the subject of our petition, I feel it necessary, as a point of duty, most respectfully to lay before your Lordship a few of the difficulties against which the

the commission of inquiry will have to contend, and of which those unacquainted with the peculiar circumstances of the country and the case may not be fully aware, or be prepared to meet.

1st. The Commissioners will be wholly dependent on the Hudson's Bay Company for the means of conveyance to the various localities beyond the Red River colony where inquiries should be made; the extent and the nature of the interior country; its difficulty of access; the scattered condition of the native population; the great distance of the various posts from one another; the difficulty of procuring the means of subsistence, for which the Commissioners, unless accompanied by persons familiar with the country, must be entirely dependent upon the Company's agents. These facts will leave it clear to your Lordship that the Commissioners will be unable to act independently, and moreover, being the Company's guests, would ultimately feel a delicacy in giving evidence detrimental to their interests.

2d. The fact of the Commissioners coming into the country under the auspices of the Company, will tend materially to diminish the confidence of the Indians in them, who not fully comprehending the difficulties attendant on such an inquiry, would by their distrust, rather defeat than assist its chief object.

3d. The Commissioners being themselves strangers to the country, will be first wholly at a loss in what quarter to apply for information; and, secondly, will possess no other mode of communication with the natives than through the Company's own interpreters.

4th. As the Company have a direct interest in frustrating the object of the proposed inquiry, it is to be apprehended they would adopt active measures to anticipate, if not counteract, it at every point; the readiest means of so doing being obviously at their absolute command.

In support of these objections, and also as some apology for urging them upon your Lordship's consideration, I beg to call your Lordship's attention to the contents of the accompanying letter, which I have just received from one of the clergymen at the Red River colony, and which will serve to show to what arbitrary measures the Company have already resorted in their anxiety to crush inquiry.

It is with the greatest hesitation and diffidence that I venture to approach this subject, but in justice to the interests with which the memorialists are entrusted, and more especially in the absence of Mr. Belcour from the settlement, I cannot hesitate to express my conviction that a commission, wholly under the auspices of the Hudson's Bay Company, cannot but furnish most imperfect and partial results. Under these circumstances, and as a mode of meeting the difficulties which I have thought it my duty to lay before your Lordship, I venture most respectfully to suggest, whether it were not advisable to attach to the commission, with the view of aiding without unduly biassing its inquiries, an individual representing the interests of the petitioners; the Hudson's Bay Company having the privilege, if they desire it, of a similar nomination on their part.

Such an arrangement, in itself equitable to both parties chiefly interested in this appeal, while it would add largely to that satisfaction which your Lordship's measures have inspired, would place at the service of the commission that knowledge of the country and of existing abuses, which the peculiar circumstances of the case render necessary to a full and satisfactory investigation.

As I have not received any communication on the subject of the reply to the Report of the Hudson's Bay Company which I had the honour to forward to your Lordship in the month of August last, I shall take an early opportunity of laying another copy, with some later details, before your Lordship.

I have, &c.

(signed) *A. K. Isbister.*

Enclosure in No. 21.

TRANSLATION of a Letter from the Rev. Mr. *Belcour* to Mr. *A. K. Isbister.*

Sir, Quebec, Lower Canada, 21 December 1847.

As I was leaving the Red River at the end of October last, I had the pleasure to catch a hasty and partial glance at your pamphlet on the subject of the petition of the inhabitants of the Red River district against certain proceedings of the Hudson's Bay Company. As I do not find a single copy of it in this place, you will confer a favour on me by sending me a few impressions of it, so that I may be enabled to make the Archbishop of Quebec perfectly Encl. in No. 21.

fectly acquainted with the matter. I ought to tell you, that for the sake of peace I have been obliged to take this step. I believe that I both may and ought conscientiously and lawfully take it. Of two evils one must choose the less; and it was necessary for me either to consent to become a witness to the excesses of an outraged and irritated people, or to consent, by drawing up this petition, to expose myself to the animadversions of the Company. I now endure this animosity on the part of the Governor, who, far from acknowledging the good services that I have really rendered, by preventing the shedding of blood, by means of my influence with the people, persecutes me to the uttermost. What you have learned, as well from the petition itself as from the instructions placed in the hands of Mr. James Sinclair, the Commissioner, contains nothing but truths verified by facts. It is perhaps for this reason that the Company finds it so difficult a task to defend itself. The Governor, Sir George Simpson, having complained of this step, as regards myself, to the Archbishop of Quebec, has gone so far as to tell his Grace that he demanded my recall to Canada; failing which, he threatened to let the effect of his resentment fall on all the clergy of the Red River. Now, by recalling me, or causing me to be recalled, he prevents, as much as in him lies, the advancement of civilization among the Indians. Having been for 17 years a missionary in this country, I have acquired a knowledge of the languages of the people. I now find myself forced to leave these missions desolate, there being no missionary acquainted with the native tongues to take my place. If I have done wrong in advising the colonists to present a petition, why do they satisfy themselves by exposing my culpability? And if the Company have actual rights, which are unjustly disputed, why do they not demonstrate them, without heaping their vengeance on an individual who has done them important service in similar troubles, and who, by his influence over the people, might, in case of need, arrest the progress of disorder? They ought to know, that in order to manage a populace, or whole people, it is necessary to show them that we are seeking their interest, without which conviction on their part it is impossible to direct them; that if in doing this we have clashed with the interest of some body of men, or some individual, it is only an accidental collision, or at times, an inevitable consequence in affairs of a critical character. It remains for the parties injured to protest and to prove against the measures which have injured it. I have thought that, considering the interest you have taken in this affair, to the great satisfaction of this people, you will feel affected by the proceeding of Sir George Simpson, which surprises me so much the more, as I thought him more capable of generous sentiments, and more grateful for services conferred; for if his heart were as generous even as men in general, he would have remembered that day in which he came, escorted by the leading men of the country, to seek me in my poor cottage to appease the troubles of the time, and to facilitate those measures that he looked upon as necessary to the security of his own life. But such is the misery of man, that, however devoted he may become, he will sometimes commit those littlenesses. *Omnis homo mendax.*

You will afford me real pleasure by relating to me all that has been written in England on this business. I am tenderly attached to the poor people, who on their part were in despair at my departure; and this, nevertheless, without wishing ill to the Company, anxious only to regard, as the error of its officers, the unjust acts which are committed here, being, in fact, unable to believe that an intention to oppress the weak can exist in so respectable a body.

If you think it advisable that this letter should be published, I shall be very glad, in order that the truth may be known.

I am, &c.

Mr. Isbister. (signed) *G. A. Belcour.*

P.S.—You may address your letter, if you honour me with one, to Quebec, to the care of the Rev. Charles F. Cazeau, Secretary to the Archbishop of Quebec.

G. A. B.

— No. 22. —

No. 22.
B. Hawes, Esq., M.P., to A. K. Isbister, Esq., 17 February 1848.

COPY of a LETTER from *B. Hawes*, Esq., M. P., to *A. K. Isbister*, Esq.

Sir, Downing-street, 17 February 1848.

I AM directed by Earl Grey to acknowledge your letter received at this office on the 12th* instant, and to observe, that you are under a mistake in supposing that Her Majesty's Government contemplate the appointment of a "Commission of Inquiry" into the allegations against the Hudson's Bay Company. Lord Grey thinks it material to state, distinctly, that no such intention is expressed in the letter addressed to you from this office, on the 2d instant.

* Page 98.

I have, &c.

(signed) *B. Hawes.*

—No. 23.—

— No. 23. —

No. 23.
Lieut.-Col. Crofton, to B. Hawes, Esq., M. P.,
12 February 1848.

COPY of a LETTER from Lieutenant-Colonel *Crofton* to *B. Hawes*, Esq., M. P.

Sir, Fermoy, 12 February 1848.

I HAVE the honour to acknowledge the receipt of your letter of the 8th* instant, and in obedience to the directions of Earl Grey, I herewith enclose such information on the points referred to me, as my residence in Prince Rupert's Land enables me to furnish.

* *See* p. 98.

Remarks on Charges against Hudson's Bay Company.

My opinions on those points have not been hastily formed, though they are promptly communicated.

The memorial to Her Majesty originated among one or two discontented men at Red River, who, from the period of the rebellion in Canada, were ever forward to create disloyal feelings in the half-breed race, and induce them, in the event of war, to throw off allegiance to Her Majesty. This desire largely prevailed, except among the Scotch settlers, until the arrival of Her Majesty's troops convinced these deluded men that their attempts would be frustrated. In less than a year these very men became loud in their loyalty, and in condemnation of their own former folly, and that of those who still yearned for republican government.

I had the best opportunities for learning directly, and through the officers of the troops, the opinions of all classes respecting the Hudson's Bay Company's government; and I have never heard of the charges being designated otherwise than as false, which accompanied your letter, although I was aware that a memorial to Her Majesty had been got up, and that even a petition to Congress of the United States had been sent to Washington, and there refused to be presented, stating those charges.

I unhesitatingly assert, that the government of the Hudson's Bay Company is mild and protective, and admirably adapted, in my opinion, for the state of society existing in Prince Rupert's Land, where Indians, half-breeds and Europeans are happily governed, and live protected by laws which I know were mercifully and impartially administered by Mr. Thom, the Recorder, and by the magistrates of the land.

On my return last summer from Fort Garry, when at Montreal, in Canada, I had the honour of two interviews with the Governor-general, at his desire, and *vivâ voce* conveyed to his Lordship my opinions very much to the effect contained in the remarks I have the honour now to submit in writing for the information of Earl Grey.

I have, &c.
(signed) *J. Crofton*,
Lieut.-Col. 6th Foot.

Enclosure in No. 23.

SOME REMARKS on the Charges (in Abstract) against the Hudson's Bay Company.

Encl. in No. 23.

1st Charge.—THE character of the Government of the Hudson's Bay Company is peculiarly mild and paternal, especially in the regulations affecting the Indians in its territories. I have a personal knowledge of innumerable acts of benevolence, but I cannot remember even one instance of severityin the Government or its officers towards the Indians or residents in the territory.

2d Charge.—The fullest refutation of this charge is to be found in the fact, which I here attest, that in Red River colony there is a large and most flourishing settlement of Protestant converted Indians, and very many converts also to the Roman Catholic Church at Red River colony, at White Horse Plains, and at the Wabasinung missions. I would refer to the published visit of the Bishop of Montreal, which was printed in 1846, for ample testimony to the exertions of the Hudson's Bay Company for the christianization of the Indians. The missions at Red River, Norway House, Beaver Creek, Brandon House, and Cumberland, &c., afford proof that the Hudson's Bay Company is not inattentive to the religious wants of the territory.

3d Charge.—I cannot see how the Hudson's Bay Company can be said to keep the Indians in ignorance, in the face of the facts above mentioned. The sole hope of Indian improvement lies in the necessary dependence of the Indians on the Hudson's Bay Company, and their being thereby induced to adopt more settled habits during the season when they cannot hunt, and to cultivate the soil at that season, as invited to do by the Hudson's Bay Company, but hitherto in vain, except at the Indian settlement of Red River.

4th Charge.—I do not understand this charge. The country is open, as respects passing and repassing through it. The Americans pass through it to Oregon, unmolested and unquestioned, and some reside in the territory; but they are restricted from trading in furs with the Indians.

5th Charge.—I can most distinctly pronounce this charge to be utterly false. Spirits have not, for some years, been sold or given to Indians, and very heavy fines are inflicted even for the very slightest deviation from the rigid regulations of the Hudson's Bay Company forbidding spirits, in any form and under any pretence, to be sold or given to Indians. Indeed, the more certainly to secure the observance of these regulations in distant districts, the Hudson's Bay Company deny their officers, and all under them, a supply of spirits for their own use, and even the Scotch settlers at Red River are prohibited from distilling or importing spirits; and the issue of spirits from the Hudson's Bay Company's stores is restricted to a very small quantity annually at Christmas, or on the occasion of marriages, issued as "Regal."

6th Charge.—I never heard of this complaint before. It was my duty to inquire into the means of subsistence in the territory generally, and I never learned that food was diminishing in the northern districts, nor that exorbitant prices were charged for goods in exchange for furs. It is not the practice of the Hudson's Bay Company to change the prices of any imported goods. Change of price is so little understood by the Indians, that the Hudson's Bay Company often sustain loss, rather than shake the confidence of the Indians in their good faith by alterations of price. This has often come under my personal observation.

7th Charge.—So far from extermination of the Indians going on, I am able to state that the contrary is the truth. I saw at Red River a census of the Indian tribes, taken at several periods, for the sole purpose of regulating the supply of goods for their use from England, and I noticed that the tribes have gradually been increasing since the union of the North-west with the Hudson's Bay Company, and since the rigid prohibition placed on the sale or barter of spirits. I consider the officers and servants of the Hudson's Bay Company in no degree merit the epithets of "mercenary," "uneducated" and "worldly minded." They are generally liberal to a fault, usefully educated, and more observant of religion and morality than men in similar situations of life in England. Very many are of good families in the United Kingdom, and a few have raised themselves to distinction and opulence by their abilities and business habits, from being the humblest servants employed by the Hudson's Bay Company.

8th Charge.—I have known occasional instances of Indians and half-breeds who have smuggled furs procured in the Hudson's Bay Company's territory, across the frontier line, and bartered them with Americans for goods conveyed from the United States. These men, when detected, are deprived of the furs, which are forfeited, and in some instances of half-breeds at Red River, have been fined for breach of the laws. All are fully aware that they become delinquents by selling furs to the Americans, and never therefore dream of seeking protection from law for acts which they all know to be contrary to law.

9th Charge.—I have never seen any Reports from Sir George Simpson, nor the "Life of Thomas Simpson;" but I have heard often, at Red River, from various persons, that Mr. Alexander Simpson was a man of a disreputable character.

Additional Charges.

1st and 2d Charge.—I do not know anything whatever about Mr. Beaver's representations. Slavery is utterly unknown.

3d Charge.—I remember to have heard that, some years ago, an Indian, in the Oregon territory, had for an adulterous purpose disguised himself as a woman, and had been emasculated by a man whose wife's virtue he had attempted. I never heard that this act was connived at, or permitted, or ordered, by any servant of the Hudson's Bay Company. It was always mentioned as an act of savage revenge, or retaliation, on the part of the husband, who detected the Indian in an indecent assault on his wife.

4th, 5th & 6th Charges.—Long as I was at the Red River, and much as I inquired respecting the country and its history, I never, even once, heard of the deeds mentioned. I cannot believe they took place; else in a community so small, where every occurrence is talked over, I must have heard them spoken of, especially by some who would gladly have attempted to justify their disloyal feeling by representing to me that the Hudson's Bay Company permitted lawless deeds.

J. Crofton,
Lieut.-Colonel, 6th Foot.

Fermoy, 12 February 1848.

— No. 24. —

No. 24.
B. Hawes, Esq., M. P., to Lieut.-Colonel Crofton, 22 February 1848.

COPY of a LETTER from *B. Hawes*, Esq., M. P., to Lieutenant-Colonel *Crofton*.

Sir, Downing-street, 22 February 1848.

I AM directed by Earl Grey to acknowledge the receipt of your letter of the 12th instant,* forwarding remarks upon the charges brought against the Hudson's Bay Company by certain inhabitants of Prince Rupert's Land, and I am to express to you his Lordship's thanks for the trouble you have taken in communicating to him your views on this subject.

* Page 101.

I have, &c.
(signed) *B. Hawes.*

— No. 25. —

No. 25.
A. K. Isbister, Esq., to B. Hawes, Esq., M. P., 28 February 1848.

COPY of a LETTER from *A. K. Isbister*, Esq., to *B. Hawes*, Esq., M. P.

77, Jubilee-street, Mile-End-road,
Sir, 28 February 1848.

IN the month of July* last I addressed to Earl Grey a full and detailed reply to the Report of the Governor of the Hudson's Bay Company, on our memorial, in which the several allegations brought forward against that body by the natives of Rupert's Land were sustained and corroborated by references to a great variety of published works bearing on the subject of the Company's administration.

* Page 53.

As you have made no reference to these documents in any of your communications, and as it is of great importance to us to ascertain whether his Lordship has received and perused them, I beg most respectfully to inquire whether the papers referred to have been received at the Colonel Office.

I have, &c.
(signed) *A. K. Isbister.*

— No. 26. —

No. 26.
B. Hawes, Esq., M. P. to A. K. Isbister, Esq., 7 March 1848.

COPY of a LETTER from *H. Merivale*, Esq., M. P., to *A. K. Isbister*, Esq.

Sir, Downing-street, 7 March 1848.

I HAVE received and laid before Earl Grey your letter, dated the 28th ultimo, inquiring whether your reply to the Report of the Governor of the Hudson's Bay Company on the memorial from the natives of Rupert's Land has reached this office, and I am directed by his Lordship to inform you, that that document, dated the 9th August 1847, has been duly received by his Lordship, and is under consideration with the other papers bearing upon the case.

I have, &c.
(signed) *H. Merivale.*

— No. 27. —

No. 27.
A. K. Isbister, Esq., to Earl Grey, 22 March 1848.

COPY of a LETTER from *A. K. Isbister*, Esq., to Earl *Grey*.

77, Jubilee-street, Mile-End-road,
My Lord, 22 March 1848.

I HAVE the honour to acknowledge a communication, dated 17th* February, from Mr. Under-Secretary Hawes. I regret that from my inability to conceive any mode of "instituting an inquiry on the spot," except by means of a commission for the purpose, I should have fallen into the mistake to which your Lordship has referred. As, however, your Lordship states yourself to be in communication with the Governor of the Hudson's Bay Company on the subject, I think it my duty to lay before you a correspondence which lately passed between Sir John Pelly and the memorialists, with an apparently similar object.

* Page 100.

Apparently convinced in some degree of the justice of the complaints which had been addressed to your Lordship, that gentleman, at an interview to which he

invited me, offered to concede several of the most important points for which the petitioners contended, proposing further, that all disputed questions as to the Company's right of jurisdiction over the natives, the validity of the Charter of King Charles II., and other points, should be referred to your Lordship's decision. In an arrangement so equitable to all parties interested, the memorialists willingly concurred. We were much surprised, however, at receiving, after a considerable interval, a letter from Sir John Pelly, dated 8th January, in which he gave us to understand, that it had never been his intention to refer any proposition on the subject to your Lordship. Having no knowledge of the nature of his recent communications to your Lordship, or how far they may have arisen out of his previous proposition to the memorialists, I feel myself justified in laying the whole correspondence before you.

Understanding from Mr. Merivale's communication of the 7th instant, that the whole subject is at present under your Lordship's consideration, I take this opportunity also briefly to recapitulate a few of the most important points to which it was the object of the memorial and petition to draw the attention of Her Majesty's Government.

The chief evil arising out of the present system of administration, and which I would most respectfully urge upon your Lordship's consideration, is the anti-colonizing spirit manifested by the Hudson's Bay Company. Were their monopoly simply confined, as it should be, to the fur trade, and were they themselves the active agents in procuring the commodities they bring to market, its injurious operation would be less felt. Not satisfied, however, with this important and lucrative privilege, they lay claim equally to all the productions of the country, exercise a species of property in the natives, and an absolute right in the soil, of which they will neither make any beneficial use themselves nor suffer others. For a period of nearly two centuries, during which they have held possession, an immense territory, equal in extent to all Europe, and embracing every variety of climate, soil and natural production, has been suffered to remain in the condition of a wilderness, and its capabilities and resources been studiously concealed or misrepresented, for the selfish purpose of retaining it as an immense park for wild beasts, equally unprofitable to the nation and to its own inhabitants. The settlement on the Red River may possibly be considered an exception to this statement, but it should be borne in mind that it was not established by the Hudson's Bay Company, but by the late Earl Selkirk, from whose heirs it passed into the Company's possession shortly before their applying for a renewal of their last license, in 1838. Under the impolitic system which was thenceforward adopted, not an European emigrant, scarcely even a visitor, has been permitted to approach the colony; the settlers have found themselves subjected to the same jealous and illiberal policy which characterizes the operations of the fur trade; their energies paralyzed by inquisitorial and vexatious restrictions, and they themselves cut off from all communication with their fellow subjects of Great Britain, and exposed to the contamination of the worst class of the citizens of a neighbouring state, those who everywhere infesting the outskirts of civilization, are emancipated from all law and restraint themselves, and are the bane of all public order and tranquillity among those with whom they come in contact. Thus, while it is the true policy of this country to promote emigration, at least along the frontier, in order to counteract the effects of the rapid extension of the American settlements in this direction, the only British colony between Lake Superior and the Pacific Ocean is that established on the Red River, and which now appeals to your Lordship under the painful alternative expressed in the following sentence of the petition, which I here quote in proof of the pernicious tendency of the intercourse already adverted to, as springing up between the settlement and the United States. "Nous sommes près de la ligne territoriale; nous pourrions nous ranger sur le territoire voisin; nous y sommes invités; mais nous admirons la sagesse de la constitution Britannique, et nous en desirons les privilèges."

With respect to the natives scattered over the remaining portion of Rupert's Land, it must be evident that the monopoly established over them, and which was primarily intended for their advantage, is in its operation the very reverse of a benefit. Perpetuating, and indeed imposing upon them as a necessity of life, their present wandering and precarious habits, and thus withdrawing them from all settled or civilizing pursuits, it can be regarded in no other light than as a bounty on barbarism, an insuperable obstacle to all progress on industry, civilization and the

the diffusion of the Christian religion. Their present deplorable condition, though it may not have been brought about by any willing instrumentality of the Hudson's Bay Company, is, nevertheless, but too obviously the natural and inevitable result of a system, which, regarding them simply as the instruments of the aggrandizement of others, has been permitted for the last two centuries to grow up without any control, supervision or inquiry. To remedy these evils, it is the anxious desire of the inhabitants of Rupert's Land to have extended to them the protection of the British Government, either by the incorporation of the whole country with Canada, or by the establishment of a separate Government, as may be deemed advisable. It is believed that such an arrangement would not infringe upon any just rights of the Hudson's Bay Company, as without entering here into the question of the validity of the Charter of King Charles II., its legality is at least far from being generally acknowledged. As indicative of the feelings of commercial men in this country upon the subject, I have ventured to append to the correspondence between Sir John Pelly and the memorialists an extract from a leading Morning Journal * Page 108. of this city, which places the whole question in a very clear light. By opening up a communication with Canada, not only would an intercourse with British subjects be promoted, but facilities be provided for the gradual occupation and cultivation of such portions of the country as are adapted for the purpose, while, by causing the productions of Rupert's Land to pass through Canada, instead of by the present route by Hudson's Bay, a common benefit would be conferred on the inhabitants of both.

With regard to the fur trade, it is for your Lordship to determine whether, in justice to the natives by whose labour alone it is sustained, it can much longer be suffered to continue on its present footing; whether, at least, in the event of its being deemed inexpedient to interfere with existing arrangements, it be not advisable to establish some more effectual provision for their well-being than at present exists—something analogous, for example, to the Indian department of Canada, or the Protectorship of Aborigines in New Zealand, and others of Her Majesty's colonies. With every desire to respect the just rights and privileges of the Hudson's Bay Company, I cannot refrain, on this occasion, from respectfully urging upon your Lordship, that in this question are involved objects of far higher importance than the material interests of any Company—the happiness, namely, and the prosperity and moral and religious advancement of human beings. The native inhabitants of Rupert's Land (among whom, I may observe, there is a large admixture of European blood, from intermarriage during a long period with the Company's servants, who are not permitted to contract marriages in Britain) have shown a more than ordinary aptitude for education, and the habits of civilized life. They would, I feel assured, prove themselves not unworthy and not ungrateful for your Lordship's interposition in their behalf.

I have, &c.
(signed) *A. K. Isbister.*

Enclosure in No. 27.

CORRESPONDENCE between the Governor of the Hudson's Bay Company and *A. K. Isbister.*

No. 1.

SIR J. H. Pelly would be glad to have a little conversation with Mr. Isbister, if he can make it convenient to call at the Hudson's Bay House on Friday next at 12 o'clock. Encl. in No. 27.

Hudson's Bay House, 1 September 1847.

[An interview accordingly took place, when a proposition was made to Mr. Isbister by Sir John Pelly, to submit the matter in dispute between the memorialists and the Hudson's Bay Company to the award of Earl Grey, which Mr. Isbister readily offered to lay before the memorialists].

No. 2.

From Mr. *Isbister* to Sir *John Pelly*, agreeing on the part of the Memorialists to the above proposition.

77, Jubilee-street, Mile End-road,
12 November 1847.

Sir,

A VARIETY of reasons, arising chiefly from the absence from town at this season of our Parliamentary friends, whom it was necessary to consult in the matter, has hitherto pre-

 vented

vented me from paying that prompt attention to your proposal for the amicable adjustment of our present differences which I could have wished, and you were entitled to expect.

To that proposal, being, as I understand it, to submit the whole question to the decision of Earl Grey, I have now to reply, that the memorialists are willing to accept it, feeling assured that his Lordship's award will make, all things considered, every reasonable provision for the well-being of those they represent.

In compliance with your request, I herewith transmit an abstract of the requisitions of the petitioners, as embodied in their instructions and petition, not however with any view of its being made the basis of any future arrangement, but that you may be fully acquainted with the sentiments and wishes of the people generally, which you complained of not being able to understand as they were expressed in the pamphlet.

It is but due to your offer, which I think honourable to yourself and to the Company, as indicative of a desire to do justice, to meet it frankly and in a corresponding spirit, and with this view I have prepared an outline (due regard being had, as far as possible, to the interests of the Company as of the Indians) of the chief points to which, in the event of Lord Grey's undertaking to mediate between us, I should feel anxious to draw his attention.

I cannot expect, that in every point embraced in the outline, we shall be agreed, neither do I think it necessary or essential that we should, as the subject will, I have no doubt, be viewed by Lord Grey with reference to considerations larger than the wishes of the petitioners, important as these are, for they are in an altogether peculiar position, and may be inclined as in some respects to ask more, so in others to ask less than national interests demand.

I shall be happy to wait upon you at any time you may appoint, and give you any further explanation or information you may desire.

I have, &c.

OBJECTS sought by the Petitioners.

1. Protection in their rights of liberty to trade in furs as well as every other production of the country. The natives of Rupert's Land, whether Indians or half-casts, consider that even had the charter of the Hudson's Bay Company been good and sufficient in point of law (which it is not), it could not deprive them of right inherent and inalienable in their ancestors, and, of course, inherited by them as their descendants. The charter being, however, illegal, and virtually admitted to be so by the Company themselves, by the fact of their having been under the necessity of petitioning Parliament for its confirmation, which they did in the year 1690 (*see* Journal of the House of Commons), the claims of the Hudson's Bay Company to the exclusive commerce of Hudson's Bay—untenable even as against other traders from Britain—are of no force whatever against the natives of the country, who, irrespective of all such considerations, have the right, of which no King or Parliament can deprive them, of trading with whom they please.

2. That all lands sold to settlers should be legally secured to them.

3. That the Company be bound to make payments, if so desired, in the current coin of the realm.

4. That the settlers be invested with full corporate rights, have the power of choosing their own magistrates, and a voice in the passing of their own laws.

5. That some provision be made for the independent administration of justice, and the adequate supervision of the Company's own officers.

6. That the laws in force in the colony for the prevention of the sale of spirituous liquors to the Indians be binding equally on the Company with the settlers.

7. That, in consideration of the Company's retaining in their own hands the entire commerce and shipping of the country, they provide in their vessels, at a reasonable charge, accommodation for the imports and exports of the colony.

No. 3.

From Sir *John Pelly* to *A. K. Isbister*, in Reply.

Sir,

I HAVE to acknowledge the receipt of yours of the 12th instant. I have read with attention your statement of the objects sought by the petitioners, which I do not understand any better than those expressed in the pamphlet.

As you offer to wait upon me at any time I will appoint, and give any further explanation or information I may require, I shall be glad to see you here on Wednesday, the 24th instant, at 1 o'clock; I am sorry I cannot name an earlier day, as I am going from home to-morrow, and shall not be back till Tuesday.

I am, &c.

Hudson's Bay House,
17 November 1847.

(signed) *J. H. Pelly.*

[An interview took place accordingly, when Mr. Isbister gave the desired explanations. To prevent misunderstanding, Sir John Pelly agreed to write Mr. Isbister, giving his sense of the explanations which had been made, and accordingly two days after addressed him the subjoined letter.]

No. 4.

No. 4.

Sir,

I WROTE you on the 17th instant, requesting you to call on me yesterday, to explain some parts of the "objects sought by the petitioners," as stated in your letter of the 12th November. They are as follows, and as to which you gave the annexed explanation:

	EXPLANATION:
"Protection in their rights of liberty of trade in furs, as well as every other production of the country."	The right of taking their furs to Canada or England.
"The charter could not deprive the natives of Rupert's Land, whether Indians or half-castes, of rights inherent and inalienable in their ancestors, and of course inherited by them as their descendants."	By this is intended the right of property in the soil in the territory of the tribe to which they belong, or of whom he may have purchased.
"The Company's claims are of no force whatever against the natives of the country, who, irrespective of any such considerations, have the right, of which no King or Parliament can deprive them, of trading with whom they please."	This observation is confined to natives trading with British subjects.

This appeared to me to be the whole on which explanation was required.

I pointed out to you that as to the second object, there was a deed, which, when executed by persons wishing to settle at Red River, would secure the land granted to them. You stated there were conditions in it which the natives would not concede to. I gave you a copy to point out what they were, and to state the objection to them.

The third object I showed you was unnecessary.

The fourth, very questionable, vested in the Company by charter.

The fifth, sixth and seventh are in operation at the present time.

I am, &c.

Hudson's Bay House,
26 November 1847.

(signed) *J. H. Pelly.*

[Mr. Isbister, according to Sir John Pelly's request, stated the objections entertained by the settlers at Red River to the land-deed, which in its operations, instead of encouraging, acts as a virtual prohibition of the colonization of the country by British subjects. He also adverted to the absence of any provision for the independent administration of justice in the country, the Recorder (so styled) of Red River being a paid servant of the Company; and pointed out the absence of any controlling power over the Company's own servants, who, in their intercourse with the natives, more especially as regards the distribution of spirituous liquors, and their arbitrary conduct towards the missionaries, abused the powers entrusted to them.

In other respects Mr. Isbister considers Sir John Pelly's letter a fair account of what passed at the interviews.]

No. 5.

From *A. K. Isbister* to Sir *John Pelly*, inquiring whether he had submitted the proposition to Earl *Grey*.

77, Jubilee-street, Mile-End-Road,
3 January 1848.

Sir,

I TAKE the liberty respectfully to inquire whether, according to the intention you expressed at our last interview, you have submitted the proposition for the adjustment of the matter in dispute between the memorialists and the Hudson's Bay Company to Earl Grey.

As a considerable time has now elapsed since our last interview (Parliament also being shortly about to resume its sittings), I trust you will not consider this inquiry intrusive.

I have, &c.

(signed) *A. K. Isbister.*

No. 6.

From Sir *John Pelly* to *A. K. Isbister*, in reply.

Sir,

IN reply to your letter of the 3d instant, I beg to observe, that if at any time you have understood me to say that I would submit any proposition to Earl Grey, for settling what you term the matter in dispute between the memorialists and the Hudson's Bay Company, you are mistaken. What I did say was, I would give his Lordship, as Secretary of State, before whom you laid the memorial, every information in my power to enable him to judge

of the memorialists' complaints, and that on his Lordship's expressing his opinion, I should be disposed, without any appeal to the Legislature, to give that opinion the more favourable consideration. A moment's reflection must satisfy you that I have no power to submit matters of so much importance to the Company's interests to the award of any one.

I am, &c.

Hudson's Bay House,
8 January 1848.

(signed) *J. H. Pelly.*

The following is an Extract from the City Article of the "Morning Herald" of the 3d of June.

The prospect of a new market for the disposal of our surplus manufactures is a subject of such paramount importance, that the expositors of the means of attaining it certainly have a strong claim to be considered and rewarded as public benefactors. Such a view has been opened to the consideration of the trading community in a small pamphlet, called "A Few Words on the Hudson's Bay Company," which has recently been published, and which places in a very powerful light the abuses and illegal usages of the Hudson's Bay Company. It appears that the Company was constituted in 1670, under a charter of Charles II, which gave them the powers of a mercantile sovereignty and supreme jurisdiction over all that part of America known as Rupert's Land. This charter was never confirmed by the Parliament, and consequently was not constitutional, or at all events failed to secure to the Company the privileges intended by the charter. In 1690 the Company was obliged to petition Parliament to confirm their charter, and, after considerable opposition, this was obtained for seven years only. It has not been since renewed. The Company, since that time, has been acting, without the necessary qualification, the part of a despotic power, and has carefully guarded against any possibility of the actual state of the case becoming known. The tyranny of the Company has at last roused the spirits of some gentlemen connected with the settlement, and from the inquiries set on foot by them, the curious circumstance of the confirmation of the charter for seven years only by Parliament, in place of a perpetual one, has been discovered. The existence of a Company claiming such extensive privileges, and exercising sovereign power for such a length of time without any legal competency, nay, without the shadow of a right, unless the license renewed by the Crown in 1842, and which may be revoked at any time, to trade exclusively over those parts of the Indian country as were not included in the original charter, can be construed into such a power for doing so, is a circumstance which is of a perfectly unique character, and reflects little credit on the sagacity of our forefathers for permitting such abuses. This oversight of our ancestors, however, will not be without a benefit to the present and succeeding generations; for by it they have left a field in which much capital may be advantageously invested, and that at a profit which, if by a fair competition it be rendered less than that received by the parties who at present monopolise the trade, will still amply repay the enterprise and skill which should prompt and carry it out.

But it is not merely from the fact of the benefit which will arise to trade that this matter demands consideration, but on far higher grounds. It is shown, on evidence which is scarcely dubitable, that the Indian race is gradually becoming extinct. In consequence of the encroachments made on their hunting-grounds they are not able to obtain a sufficiency of food, and from the perils and arduous nature of the calling which they have been necessitated to adopt, and by famine, immense numbers die off yearly. The Company, apparently, have carefully prevented the enlightenment and civilization of these people by the exclusion of missionaries, and the discouragement of everything like education, thinking, probably, that the enormous prices received by them in exchange for the miserable commodities furnished, would undergo a great diminution, and that the Indians, who are virtually in a state of slavery, might, as they gained a knowledge of their rights, claim that freedom which is the inalienable attribute of every human being.

The natural productions of the country are furs, silver, copper, lead, tallow, hides, wool, wood, corn, &c., all articles of immense utility, and the encouragement of the export of which, by the preservation of the native population, and their instruction in the arts of civilized life, will lead to the consumption of a quantity of our manufactures.

— No. 28.—

Copy of a LETTER from *B. Hawes*, Esq., M. P., to *A. K. Isbister*, Esq.

No. 28.
B. Hawes, Esq., M.P., to A. K. Isbister, Esq.,
31 March 1848.

Sir, Downing-street, 31 March 1848.

I am directed by Earl Grey to acknowledge the receipt of your further letter of the 22d instant, on the subject of the complaints of the inhabitants of Rupert's Land of the conduct of the Hudson's Bay Company.

I have, &c.

(signed) *B. Hawes.*

—No. 29.—

—No. 29.—

Copy of a LETTER from *B. Hawes*, Esq., M. P., to Major *Griffiths*, 6th Foot, Fermoy.

Sir, Downing-street, 13 January 1849.

No. 29.
B. Hawes, Esq., M.P. to Major Griffiths, 13 January 1849.

Her Majesty's Government have had for some time under their consideration a series of charges which have been brought against the Hudson's Bay Company, in respect of their conduct, both commercial and political, in the territory over which their chartered rights are understood to extend, and in particular their management of the settlement at Red River.

It is hardly necessary to mention to you, who are acquainted with the countries in question, the difficulty which Earl Grey has experienced in causing the inquires which appeared necessary to be made, and in procuring information from competent and disinterested parties. His Lordship is informed that you have recently returned from the command of the troops at Fort Gauy, where you have succeeded Lieutenant-colonel Crofton; and he is very anxious to have the benefit of your experience and information.

I am directed, therefore, by his Lordship to transmit to you an abstract of the principal documents which have been received in this department, containing charges of the description above mentioned against the Company, and his Lordship will esteem it as a favour if you will, at your convenience, favour him with your opinion thereupon, so far as you have been enabled to form one from personal observation, or from reports on which you think reliance can be placed.

Appended to Major Griffiths' reply of 18 January 1849.

I have, &c.

(signed) *B. Hawes.*

—No. 30.—

Copy of a LETTER from Major *Griffiths* to Earl *Grey*.

My Lord, Fermoy, Ireland, 18 January 1849.

No. 30.
Major Griffiths to Earl Grey, 18 January 1849.

I have been honoured with your Lordship's commands, conveyed in a letter from Mr. Hawes of the 13th instant (accompanied by enclosures herewith returned) upon the subject of certain allegations made against the government of the Hudson's Bay Company, and upon which your Lordship desires information, founded upon my own experience, or upon reports upon which I would place reliance.

As regards the accusations against the Honourable Company which form the subject-matter of Beaver's letter, I have endeavoured to reply, after most considerate attention to each point alleged therein, to the best of my personal observation, and to the information collected during a residence of 14 months at the Red River settlement, in command of Her Majesty's troops.

With reference to the petition to Her Majesty, which sets forth the grievances under which the French half-breed settlers are supposed to be suffering, under the rule of the said Honourable Company, I have also endeavoured, by taking the subject point by point, as detailed in the said petition, and copying the preamble of each paragraph only, to make your Lordship acquainted with all that affects the truth or otherwise of the different causes of complaint therein alleged.

In conclusion, I beg to be allowed your Lordship's consideration, should the information that I have been requested to furnish, fall short of your expectation.

I have, &c.

(signed) *John Griffiths*, Major, 6th Foot,
late in Command of
H. M. Troops, Hudson's Bay.

Enclosure in No. 30.

Encl. in No. 30.

ABSTRACT of the Principal Charges against the Hudson's Bay Company.

As far as my experience serves, this assertion is most untrue.

1. THAT the government of the Hudson's Bay Company's territories is admininistered in a harsh and oppressive spirit.

This charge most unfounded. The Company have religious establishments, Catholic as well as Protestant, presided over by Bishops and other clergymen, in every part of their vast territories. In addition to these, missionaries from different societies at home, and I believe partly at the Company's expense, are established at every large trading-post; and as regards the Red River, a large colony of christianized Indians are settled on its banks, about 30 miles below the seat of Government at Upper Fort Gauy, under the superintendence of a highly respectable and talented missionary, the Rev. Mr. Smithers, whose instructions are not merely of a religious character, but extend to every useful and domestic art. Again, at Norway House post, at the northern extremity of Lake Winnipeg, there is a large and flourishing missionary establishment; of these I can speak confidently, and also from information, that similar establishments exist in various parts of the country.

2. That although one of the conditions of the Company's charter was, that they should christianize the heathens, and although the revenue which they have acquired by their trade, amounts to 250,000 *l.* per annum; they have taken no steps towards that object.

3. That, on the contrary, they have kept the Indians in ignorance, in order to perpetuate their dependence.

I confess I do not understand this: how a country, where there is eight months winter, and snow on the ground for the whole period, is to be opened up, is to me a riddle.

4. That the opening up of the country, which was also a condition of the charter, has been equally neglected.

Quite untrue, as far as my observation and information extend; but the Company had in a very liberal, although perhaps mistaken spirit, permitted some of these very grumblers to import spirits into the colony from America, a system which had a most pernicious effect during the stay of Her Majesty's troops at the station, and which I assisted in getting repealed, in my place in council, previous to our departure.

5. That notwithstanding a solemn agreement with the Government to the contrary, the Company have recommenced the sale of spirits to the natives.

Other causes have been assigned by competent authority for the disappearance of animals which form part of the food of the natives, than the hunting excursions. From personal observation, I can form no decided opinion upon the charges here set forth, but firmly disbelieve that destitution exists to the extent here described, or that it is greater or even as great as that experienced amongst the poorer classes over all civilized Europe.

6. That by reason of the hunting excursions, the food in the northern districts, is gradually disappearing; that the inhabitants are in consequence exposed to frightful destitution, which is aggravated by the exorbitant prices charged by the Hudson's Bay Company for goods given in exchange for furs.

I believe also, that every precaution is taken by the Government to assist the natives in time of need, and that the character drawn of the Company's servants by "Beaver," is gratuitously false, from my own personal knowledge of and acquaintance with many of their officers, both in the service at present as well as retired from it.

7. That if timely precautions are not taken, the natives of these regions must be gradually exterminated by famine, and that no such precautions are to be expected from the Company's servants, who are mercenary, uneducated and worldly-minded.

I am unaware what the exact rights of the Company are in this respect.

8. That the natives having attempted to trade on their own account, their goods have been seized by the Company's agents under colour of the provisions of the charter, and that the natives have been unable to obtain redress from the local courts.

I have never met with the work here alluded to, and can form no comparison.

9. That the reports of the proceedings of the Company, sent home by Sir G. Simpson, and published in England, are untrue, as will be seen on contrasting them with the account given in the Life of Thomas Simpson, published by his brother, Alexander Simpson.

J. Griffiths,
Major 6th Foot.

18 January 1849.

ADDITIONAL

ADDITIONAL Charges brought forward in Mr. *Beaver*'s Letter.

1. THAT his representations to the Company were disregarded.

I NEVER heard of such a practice, and consider it altogether groundless, seeing that almost all the retired servants of the Company are settled at Red River, where certainly no such practice exists. The character of the Red Indian is quite sufficient to disprove this charge.

2. That some of the Indians are held in slavery by the Company's servants, and by settlers who have formerly been in the service.

No information, but disbelieved.

3. That in February 1835 an Indian had been emasculated, with the connivance and permission, if not by the orders of the officer in charge.

All the additional charges appear to be founded on events supposed to have occurred on the other side of the Rocky Mountains, or at least 2,500 miles from Red River, and of which I am not in any way cognizant; still I do not believe a word of the accusations contained in them.

J. Griffiths,
Major, 6th Foot.

18 January 1849.

4. That in the summer of 1836 six Indians had been wantonly and gratuitously murdered by a party of trappers and sailors, landed from one of the Company's vessels; that the circumstance had been reported to the authorities at Vancouver, but no notice taken of it; that the same party, with the same leader, "one of the most infamous murderers of a murderous fraternity," was annually sent to the same vicinity, and that the life of an Indian was never yet, by a trapper, put in competition with a beaver's skin.

5. That he, Mr. Beaver, had been "credibly informed" that in the early part of 1836 the same party had killed one Indian, wounded another, and thrown a child into the fire, in the course of a quarrel; that they had put four Indians to death for stealing their horses; that they afterwards killed 10 or 12 more in cold blood, and burned their village, and that "unbecoming" as such deeds are to Christians, they are connived at, and even assisted by the Hudson's Bay Company.

6. That he had recently learned from "good authority," that in August 1840 an Indian was hanged, several others shot, and their village set on fire by order of Chief Factor M'Laughlin, to avenge the death of a man who was killed in a fray.

MEMORANDUM upon the Petition of the French "Half-breeds" of the Red River Settlements, Hudson's Bay Territory.

I AM not aware what these promises consisted in; one thing is certain, that the French "half-breeds live from hand to mouth, and have never produced, to my knowledge, even sufficient grain for their own consumption.

"ATTIRÉS par de pompeuses promesses," &c. &c.

What this monopoly, as they term it, can have to do with the Red River settlement, or become a cause of complaint to the settlers, I cannot comprehend.

"Le monopole qui depuis environ cent soixante et seize ans pèse sur nous," &c. &c.

In the preceding paragraph they complain of promises unfulfilled since the year 1811, when their fathers were drawn to the country, and here talk of a monopoly under which their forefathers suffered for 176 years.

Memorandum—*continued.*

It is perfectly clear that the late Earl of Selkirk never could have promised any of his settlers that they should be permitted to interfere with the vested rights of the Company, and therefore it is still more unlikely that on the resumption of the settlement by the Company, such a question could ever have been agitated.

The Scotch settlers, who were located at the same time, make no claim, no complaint, as far as I have heard, of this nature; they are of domestic habits, prudent and careful, and seldom leave their farms or peaceful occupations.

The French settlers (who are chiefly "half-breeds"), on the other hand, are a lawless, roving race; their farms are quite a secondary consideration, or perhaps of none at all, further than to the extent to which they are managed by a few old men and women who may be left at home upon the migration periodically of the rest.

All their thoughts are centered in "hunting the buffalo," and twice a year, in June and August, they leave the settlement to a distance of some 300 or 400 miles, some indeed wintering on the plains. The return with the buffalo meat is a season of reckless improvidence; nothing is thought of but feasting, and long before the dreary winter is terminated, many are starving.

This petition, therefore, from the habits and character of these people, might be viewed, not, I presume, in the light of one praying for redress of grievances, in as far as regards the government and municipal economy of the Red River settlement, but as an attempt to obtain a participation in the advantages derived by the Company from their vested rights (to which, I imagine, the Red River settlers have about as much claim as a South Australian colonist), or as an excuse for providing the means for increasing their roving habits.

There is a very able and talented Recorder, who if not paid by the Company would be by the Crown; in any case not by the people.

"La justice l'administrant ici par un juge sol de par la Compagnie," &c. &c.

The councillors are selected from the best classes in the settlement, but certainly not from the French half-breeds, who are at present neither from position, habits or character fitted for legislators.

The French Roman Catholic Bishop is one.

Magistrates are selected from those best qualified, and the administration of the law is precisely in accordance with the course in England. The juries of 12 are constituted as at home, and I believe the French half-breeds are allowed some peculiarity as to challenge; at all events there is generally a mixture in the composition of the juries.

"Nous osons humblement emettre la pensée que des juges de paix, ou magistrats," &c. &c.

I have no information upon this point; it is quite a new feature to me, the idea of the settlers at the Red River imagining that the territory of the Hudson's Bay Company forms a part of their settlement.

"Par le monopole accordé à la Compagnie de la Baye d'Hudson," &c. &c.

The idea of any collision happening, I consider very vague. Could the French half-breeds be reconciled to adopt the same mode of life as their brother settlers, the Scotch, and that the country (settlement rather) increased its production of grain and cattle, which alone can be called its legitimate riches, I have no doubt they would soon have an outlet.

The Red River settlement will never become "un grenier à bled" by the exertions of the French half-breeds, as long as their present habits exist.

"Nos terres sont fertiles, et aisées à cultiver," &c. &c.

J. Griffiths,
Major, 6th Foot.

18 January 1849.

— No. 31. —

— No. 31. —

Copy of a LETTER from *B. Hawes*, Esq., M.P., to *A. K. Isbister*, Esq.

Sir, Downing-street, 23 January 1849.

No. 31.
B. Hawes, Esq., M.P., to A. K. Isbister, Esq., 23 January 1849.

With reference to the charges which you have brought at different times against the Hudson's Bay Company, and which have formed the subject of correspondence between yourself and this office for a considerable time, I am directed to inform you, that Earl Grey has lately received a report from Major Griffiths, recently in command of Her Majesty's troops at Fort Gauy, to whom his Lordship had communicated the petition of certain residents of the Red River settlement. Major Griffiths' report touches on most of your charges, so far as they regard the administration of that settlement; it is in full accordance with a former one, received from Lieutenant-colonel Crofton, the predecessor of Major Griffiths in that command; the witnesses have no longer any connexion with the Company, and both may therefore fairly be regarded as unbiassed, as well as fully informed, and both exculpate the Company from a portion of the charges, while they avow themselves ignorant of the remainder, which are left, as they were when first brought forward, unsupported by distinct and trustworthy evidence; on the contrary, the substance of these accounts is, that much credit is due to the Company for the manner in which it has of late years exercised its powers, which accords with such other information as Lord Grey has been able to obtain.

Under these circumstances, his Lordship feels it his duty not to prolong the state of suspense which has been occasioned by the long pending inquiries on this subject. As the Government of the territory in question is invested by their charter in the Hudson's Bay Company, and as this charter, which has been recognized by Acts of Parliament, has not made the Company responsible to the Secretary of State for the manner in which the large powers entrusted to them are exercised, Lord Grey has felt from the first that any interference on his part was only justified by the consideration, that if the charges of gross oppression and mis-government which have been brought against the Company could have been shown to rest on grounds of probability, it would have been the duty of Her Majesty's Government to have applied to Parliament for the necessary powers for instituting a searching inquiry into the truth of those charges, and had they been proved, then for the adoption of such measures as might have been found best calculated to redress whatever wrong or injustice might have been inflicted in even the remotest parts of Her Majesty's extended possessions in North America. Nothing, however, but a strong *primâ facie* case against the Company would, in Lord Grey's opinion, have justified Her Majesty's Government in recommending to Parliament, by such an extraordinary interposition of its supreme authority, to interfere with the regular exercise of the jurisdiction granted to the Company by charter, and sanctioned by usage and the language of statutes. But far from having established such an apparent case against the Company, the only trustworthy information Lord Grey has been able to obtain, tends completely to negative all that has been alleged against that body on those points to which this information applies, leaving unrefuted no other charges but those as to which the persons from whom information has been sought, have been unable to afford it, and which have been met by a direct denial by the Company, while at the same time they are in a great measure deprived of weight by the contradiction given to the parties from whom they proceed, on the points on which their assertions admitted of being tested by an appeal to impartial evidence.

Such being the result of the best inquiry he has been able to institute, Lord Grey has arrived at the conclusion, that there are no grounds for making any application to Parliament on the subject of the oppression alleged by you to have been suffered by the inhabitants of the territory over which the powers of the Hudson's Bay Company extend, and that no further interference on his part ought to take place; he can, therefore, only refer you to the Company, which, as he is assured, will readily consider any representations which may be made of substantial grievances.

I have, &c.

(signed) *B. Hawes.*

No. 32.

Copy of a LETTER from *B. Hawes*, Esq., M.P., to Sir *J. H. Pelly*, Bart.

No. 32.
B. Hawes, Esq., M.P., to Sir J. H. Pelly, Bart.

Sir, Downing-street, 23 January 1849.

I AM directed by Earl Grey to transmit to you, for the information of the Directors of the Hudson's Bay Company, the copy of a letter which his Lordship has caused to be addressed to Mr. Isbister, on the subject of the charges which he has at different times brought forward against the Company.

23 January, p. 113.

The letter will explain the reasons for which his Lordship has thought it advisable not to prolong any further the inquiries which have been made respecting the administration of your settlement on the Red River. I am to add, that his Lordship has lately received from the Governor-general of British North America a copy of a series of accusations, made by Mr. Kennedy, a former servant of the Company, against that body, in respect of alleged transactions in another portion of the Company's territory, in the East Main, together with Sir G. Simpson's answers; and the result is, to leave his Lordship under the distinct impression that those accusations also are in part undeserving of credit, in part so unimportant, as not to merit inquiry.

Under these circumstances, Lord Grey is happy in feeling himself justified in taking no further steps in the prosecution of these inquiries, and in not incurring the great additional delay which must be occasioned by waiting for the answer to some questions which his Lordship had addressed to the Governor of Assiniboin, before the receipt of Major Griffiths' Report, instead of declaring himself satisfied at the present stage of the inquiry. And his Lordship trusts, that the great authority which the Company exercise under their charter, will always be used with an enlightened regard to the benefit of the scattered population under their charge, and with due consideration for the reasonable claims and complaints of every portion of Her Majesty's subjects within the limits of their jurisdiction.

I have, &c.
(signed) *B. Hawes.*

— No. 33.—

Copy of a LETTER from *B. Hawes*, Esq., M. P., to Major *Griffiths*.

No. 33.
B. Hawes, Esq., M.P. to Major Griffiths, 31 January 1849.
* Page 109.

Sir, Downing-street, 31 January 1849.

I AM directed by Earl Grey to acknowledge the receipt of your letter of the 18th* instant, returning the abstract of the charges preferred against the Hudson's Bay Company, together with your remarks upon them, and I am to express to you Lord Grey's thanks for the trouble you have taken in examining these allegations, and for the information you have afforded his Lordship upon the subject of them.

I have, &c.
(signed) *B. Hawes.*

— No. 34. —

Copy of a LETTER from Sir *J. H. Pelly*, Bart. to Earl *Grey*.

No. 34.
Sir J. H. Pelly, Bart., to Earl Grey, 27 January 1849.

My Lord, Hudson's Bay House, 27 January 1849.

I HAVE the honour to acknowledge the receipt of a letter from Mr. Under-Secretary Hawes, dated the 23d instant, intimating to me that your Lordship feels justified in not taking any further steps in the prosecution of the inquiries set on foot in consequence of the charges brought against the Hudson's Bay Company by Mr. A. K. Isbister and by Mr. William Kennedy, and in not incurring the great additional delay which must be occasioned by waiting for the answer to some questions which your Lordship had addressed to the Governor of Assiniboin before the receipt of Major Griffiths' Report, instead of declaring yourself satisfied at the present stage of the inquiry.

I have

I have also received from Mr. Hawes a copy of a letter addressed by him to Mr. Isbister, under the same date, and from Mr. Merivale a copy of a despatch * addressed by your Lordship to the Governor-general of Canada, in which communications the grounds of your decision in regard to the charges of Mr. Isbister and Mr. Kennedy are respectively stated.

* *See* p. 8.

I have laid these documents before the Deputy-governor and Committee of the Hudson's Bay Company, who concur with me in expressing satisfaction at a result which we had from the beginning confidently anticipated, and in assuring your Lordship, that the Company will continue to exercise the authority with which they are invested in a liberal spirit, and with an anxious desire to promote the welfare of all classes of the population within their jurisdiction.

I have, &c.

(signed) *J. H. Pelly.*

HUDSON'S BAY COMPANY.

(RED RIVER SETTLEMENT.)

COPY of MEMORIAL and PETITION from Inhabitants of the *Red River* Settlement, complaining of the Government of the Hudson's Bay Company, and REPORTS and CORRESPONDENCE on the subject of the Memorial.

(*Earl of Lincoln.*)

Ordered, by The House of Commons *to be Printed,*
23 *April* 1849.

[*Price* 1*s.* 3*d.*]

227.

Under 20 *oz.*

VANCOUVER'S ISLAND.

RETURNS to Three Addresses of the Honourable The House of Commons, dated respectively 16 August 1848, 6 February & 1 March 1849;—*viz.*

ADDRESS, 16 August 1848;—*for*,

"COPIES or EXTRACTS of a DESPATCH to the ADMIRALTY, from Rear-Admiral Sir *George Seymour*, dated Her Majesty's Ship 'Collingwood,' *Valparaiso*, the 8th day of February 1847:"

"Of a DESPATCH from Commander *Gordon*, dated Her Majesty's Steam Sloop 'Cormorant,' *Nesgually*, the 7th day of October 1846, to Captain *J. A. Duntze*, of Her Majesty's Ship 'Fisguard,' being an Enclosure in the last:"

"Of a LETTER, dated *Fort Vancouver*, the 7th day of September 1846, signed *Peter Keen Ogden* and *James Douglas*, addressed to Captain *Duntze*, of Her Majesty's Ship 'Fisguard:'"

"COPIES or EXTRACTS of a REPORT by Lieutenants *Warre* and *Vavasour*, dated the 1st day of November 1845, addressed to the Secretary of State for the Colonies, relating to Soil, Climate, Minerals and Harbours:"

"COPIES or EXTRACTS of a REPORT by Lieutenant *Vavasour*, dated March 1846, addressed to Colonel *Holloway*, of the Royal Engineers, *Canada*, to the same effect:"

"And of the INSTRUCTIONS sent by the Admiralty to the Commanding Officer or any other Officer on the *Pacific* Station, relative to the Coals in *Vancouver's Island*; and of the CORRESPONDENCE between the Colonial Office and the Admiralty on the same Subject."

(*Mr. Christy.*)

Colonial Office, Downing-street, 14 February 1849. } B. HAWES.

ADDRESS, 6 February 1849;—*for*,

A "COPY of CHARTER of GRANT of *Vancouver's Island* to the HUDSON'S BAY COMPANY, and Copies of any CORRESPONDENCE which has passed between the COLONIAL OFFICE and the HUDSON'S BAY COMPANY on that Subject, since the last Papers were laid upon the Table."

(*Earl of Lincoln.*)

ADDRESS, 1 March 1849;—*for*,

A "COPY of any REPORT from the COMMITTEE of HER MAJESTY'S PRIVY COUNCIL for TRADE and PLANTATIONS, on the Grant of *Vancouver's Island* to the HUDSON'S BAY COMPANY."

(*Mr. Hawes.*)

Colonial Office, Downing-street, 6 March 1849. } B. HAWES.

Ordered, by The House of Commons, *to be Printed*, 7 *March* 1849.

SCHEDULE.

No. 1.—Copy of a Letter from the Admiralty, dated 12 February 1849, enclosing Correspondence required by Address of House of Commons of 16th August last - - - p. 3

No. 2.—Copy of a Despatch to the Admiralty from Rear-Admiral Sir George Seymour, dated Her Majesty's Ship "Collingwood," Valparaiso, 8 February 1847 - - - p. 3

No. 3.—Copy of a Despatch from Commander Gordon, dated Her Majesty's Steam-sloop "Cormorant," Nesgually, 7 October 1846, to Captain J. A. Duntze, of Her Majesty's Ship "Fisguard" - - - - - - - - - - - - - - p. 4

No. 4.—Extract of a Letter, dated Fort Vancouver, 7 September 1846, from Peter Keen Ogden and James Douglas, addressed to Captain Duntze, of Her Majesty's Sloop "Fisguard" - - - - - - - - - - - - - - p. 5

No. 5.—Extract of a Report by Lieutenants Warre and Vavasour, dated 1 November 1845, addressed to the Secretary of State for the Colonies, relating to Soil, Climate, Minerals and Harbours - - - - - - - - - - - - - - p. 7

No. 6.—Extract of a Report by Lieutenant Vavasour, dated March 1846, addressed to Colonel Holloway, R. E., Canada, to same effect - - - - - - - - - - p. 10

No. 7.—Copy of Instructions sent by the Admiralty to the Commanding Officers, or any Officer on the Pacific Station, relative to the Coals in Vancouver's Island - - - p. 11

No. 8.—Copies of Correspondence between the Colonial Office and the Admiralty on the same subject - - - - - - - - - - - - - - - p. 12

CORRESPONDENCE referred to in No. 8; viz.:

Admiralty - 5 February 1848 - - - Mr. Cunard suggests the reservation of Coal Mines for Crown use, in event of Land being granted at Vancouver's Island - - - - - p. 12

Colonial Office, 18 February „ - - - The suggested reservation will be borne in mind - - - - - - - - p. 12

Admiralty - 19 October „ - - - Two Vessels will be despatched for general Survey and careful Examination of Vancouver's Island - - - - - - - - p. 12

Colonial Office, 2 November „ - - - Acknowledgment of above - - - p. 12

(A.)

CHARTER of Grant of Vancouver's Island to the Hudson's Bay Company, dated 13 January 1849, and Correspondence between the Colonial Office and the Hudson's Bay Company thereon, since date of last Papers laid before the House of Commons:

No. 1.—Charter of Grant of Vancouver's Island to the Hudson's Bay Company, dated 13 January 1849 - - - - - - - - - - - - - - p. 13

No. 2.—Copy of a Letter from B. Hawes, Esq., M. P., to Sir John Pelly, Bart., dated Downing-street, 4 September 1848 - - - - - - - - - - - - p. 16

No. 3.—Copy of a Letter from Sir John Pelly, Bart., to Earl Grey, dated Hudson's Bay House, 9 September 1848 - - - - - - - - - - - - - p. 17

No. 4.—Copy of a Letter from Sir John Pelly, Bart., to Earl Grey, dated Hudson's Bay House, 13 September 1848 - - - - - - - - - - - - - p. 18

No. 5.—Copy of a Letter from B. Hawes, Esq., M. P., to Sir John Pelly, Bart., dated Downing-street, 27 September 1848 - - - - - - - - - - - - p. 18

No. 6.—Copy of a Letter from B. Hawes, Esq., M. P., to Sir John Pelly, Bart., dated Downing-street, 25 October 1848 - - - - - - - - - - - - p. 19

No. 7.—Copy of a Letter from A. Barclay, Esq., to B. Hawes, Esq., M. P., dated Hudson's Bay House, 3 November 1848 - - - - - - - - - - - - p. 19

(B.)

REPORT from the Committee of Her Majesty's Privy Council for Trade and Plantations on the Grant of Vancouver's Island to the Hudson's Bay Company, dated 31 October 1848 - p. 19

COPIES of DESPATCHES and other PAPERS relative to *Vancouver's Island.*

— No. 1.—

COPY of a LETTER from *H. G. Ward*, Esq., M.P., Secretary to the Admiralty, to *B. Hawes*, Esq., M.P.

Sir, Admiralty, 12 February 1849.

WITH reference to a precept of the House of Commons, dated the 16th August last, that an humble address be presented to Her Majesty that She will be graciously pleased to give directions that there be laid before the House copies or extracts of certain despatches relative to Vancouver's Island, I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Earl Grey, copies of the correspondence required, so far as this department can supply the same.

I am, &c.

B. Hawes, Esq. (signed) *H. G. Ward.*
&c. &c. &c.

— No. 2.—

COPY of a DESPATCH to the Admiralty from Rear-Admiral Sir *George Seymour.*

Her Majesty's Ship "Collingwood,"

Sir, Valparaiso, 8 February 1847.

I HAVE the honour to enclose a letter from Commander Gordon, of the "Cormorant," transmitted to me through Captain Duntze, of the "Fisgard," who had, in consequence of my orders to ascertain whether coals could be supplied in sufficient quantities for the use of steamers on Quadra or Vancouver's Island, sent the "Cormorant" up the straits which separate Vancouver's Island from the main land of North-west America, to examine the localities in which coal had occasionally been obtained by the Hudson's Bay Company's vessel from the Indians. *Encl. No. 1.*

I am happy to find, from Captain Gordon's report, that there is every appearance of ample supplies of excellent coal being obtainable near a good anchorage, which is accessible from the northward round Cape Scott by sailing vessels, and through the more difficult channels by which the "Cormorant" passed from the southward, by steam-vessels or small craft.

I have the satisfaction of hearing from that officer a favourable account of the ports of Vancouver's Island, which he visited in the "Cormorant," on the southern and eastern sides. They are in general thickly covered with pine timber, and the soil appeared preferable to that near Paget's Sound.

I also enclose a copy of a letter which Captain Duntze received from the board of management of the Hudson's Bay Company, with their opinions of the mode of bringing the coal-mines into operation, under the direction of their own officers, should supplies be required for the use of Her Majesty's steamers.

As I withdrew the "Cormorant" from the north-west coast, on hearing of the arrangement of the Oregon question, I presume none will be required, under present circumstances, for Her Majesty's service, as the freight of coals to other parts of this station would be less expensive from England.

The coal-mines, however, will add very much to the future value of the British possessions on the north-west coast, and contribute the means to extend their commerce, and to facilitate their defence, as California and the neighbouring countries become of more consequence, and acquire additional population.

On these grounds it may, however, be worthy of the consideration of Her Majesty's Government whether any steps may with propriety be taken to secure these mines for the public interests.

I send by the "Frolic" a box containing a specimen of the coals which Captain Gordon found to consume, on a trial of four hours, as compared with Scotch and Welsh, in the following proportions; viz.—

	Tons.	*Cwts.*
Welsh - - - - - - - - -	2	8
Scotch - - - - - - - - -	2	14
Ellenborough and Hamilton - - - -	2	18

And I also transmit plans of the parts of the coast to which his investigation extended.

A steam-vessel arriving on the north-west coast in want of fuel might advantageously pass by the north-west end of Vancouver's Island (Cape Scott), complete her coals in one of the bays described by Captain Gordon, and go on to the settlements on the south side of Johnstone's Straits.

In transmitting this report from Captain George Gordon, I consider it my duty to add, that during the service on which he has been employed, on the very distant parts of this station from which he is returned, he has continued to display his merit as one of the best steam officers in Her Majesty's service.

I have, &c.
(signed) *G. F. Seymour*,
Rear-Admiral and Commander-in-Chief.

To Henry George Ward, Esq.
Secretary of the Admiralty.

— No. 3. —

Copy of a DESPATCH from Commander *Gordon* to Captain *J. A. Duntze.*

Her Majesty's Steam Sloop "Cormorant,"
Sir, Nisqually, 7 October 1846.

With reference to that part of your letter of the 15th September last wherein you direct me to ascertain whether the coals, which are said to abound on the northern part of Vancouver Island, can be collected in sufficient quantity to afford a supply for steam fuel, I have the honour to inform you that, having arrived at M'Neil's Harbour for that purpose, I made known to the natives, through Mr. Sangster, my wish to obtain a supply, and the next day several canoes came laden with coal, and they continued to increase in number until our departure.

At the advice of Mr. Sangster, I slung a tub, holding about 6 cwt., from the fore-yard, which was lowered into a canoe and quickly filled; in this manner we received 62 tons from the 24th to the 26th, paying for each tub as it came up, by articles of trifling value, which I procured at your suggestion from the officer in charge of Fort Victoria. The whole of the expenses incurred, including a few presents necessarily made to the chiefs, will make the coals average not more than 4 *s.* per ton.

During our stay I proceeded on shore, accompanied by Mr. Sangster and the first and second engineers. I found the north-west part of M'Neil's Harbour to be a peninsula, and, in honour of the First Lord of the Admiralty, I called it Ellenborough. We found a seam of coal just below high-water mark, which appeared to descend at an angle of about 30° towards the land; we then ascended the hill, and, very near the top, at about 60 feet above the level of the sea, in the bed of a stream, we found a layer of freestone, at about 5 feet 6 inches below a surface of peat, and below that a seam of coal, much resembling in appearance the English Newcastle coal; this seam was 10 inches thick, with freestone below; having bored through and blasted this, we came to another seam, 18 inches in thickness, both seams appearing to run parallel to each other, descending at an angle of 20° in a north-west direction.

Being confident from these two trials that the seams thicken lower down, I did not make any further experiments here, but proceeded the next day to a small sheltered bay, about eight miles further down the coast to the north-west, which we called Baillie Hamilton Bay, after Captain Baillie Hamilton, Secretary of the Admiralty; here we observed another rich seam, extending along the beach below high-water mark, and which we traced a quarter of a mile in an inland direction.

The

The seams we found were similar in appearance and thickness to those on Ellenborough Peninsula, which confirms me in an opinion I had formed, that they were connected.

On trial, we found the coal of good quality; they flare much in the furnaces, and do not appear to have any of the injurious effects on either the fire-bars or furnaces that Welsh coal has. The proportionate expense for four hours, as compared with Scotch and Welsh, is as follows; viz.—

	Tons.	*Cwt.*
Welsh - - - - - - - -	2	18
Scotch - - - - - - - -	2	14
Ellenborough and Hamilton - - - -	2	18

This difference may appear considerable in proportion, but the coal, having been procured from the surface, where it has been exposed to the action of the atmosphere, and much of it to the injurious effects of salt water, will weigh considerably in favour of the Ellenborough and Hamilton coal; had it been procured at several feet from the surface, I have no hesitation in saying that the result would be at least equal to the best Scotch coal. We have also tried it at the forge, and welded several bars of 1¼ and 1½ inch, and the heats were as clean as if taken with the best English coal.

It is my belief that the field does not extend further to the westward than the eastern shore of Beaver Harbour, and to the eastward than the Minkish River, marked in the accompanying plan by a dotted line; indeed the feature of the country from Beaver Harbour to Shucharte is quite different, being covered with hard blue whin rock, without any appearance of freestone whatever.

It is impossible to form any opinion of the extent of the field in an inland direction; but, from the appearance of the country, I am of opinion that it is very considerable.

On first going on shore, the natives appeared tenacious of our examining the coals, and accused us of coming to steal them; but, having made a few presents to some of the chiefs, they entered into our views and became very active, and I am only surprised that, with the rude implements they have for digging, viz., hatchets and wooden wedges, they were able to procure so large a quantity in so short a time; and I am persuaded that, with the means we have, assisted by the natives, we could fill our coal bunkers in from 10 to 14 days.

The natives are a fine race of men, and appear industrious and friendly, but much addicted to thieving.

In conclusion, I beg leave to remark that the coal district is, in my opinion, admirably situated, possessing, as it does, excellent anchorage in its neighbourhood, and being so far north that vessels of almost any burthen can approach it by way of Cape Scott, thus avoiding the difficult and dangerous navigation of Sir George Seymour's Narrows and Johnston's Straits.

I have, &c.

(signed) *G. T. Gordon,*
Commander.

John A. Duntze, Esq.
Captain of Her Majesty's Ship "Fisgard,"
and Senior Officer.

— No. 4. —

EXTRACT of a LETTER to *J. A. Duntze,* Esq., Captain of Her Majesty's Ship "Fisgard."

Fort Vancouver, 7 September 1846.

IN your communication to the officer in charge of Fort Victoria, you request all the information in our power as to the coals on Vancouver's Island, and we will now do ourselves the pleasure of detailing all that is known to us on the subject.

From the indications of the strata, which have been carefully examined, it appears very probable that this mineral abounds over all the north-eastern part of Vancouver's Island; that is to say, from Choslakers, latitude 50° 36′, to Cape Scott, at its northern extremity, as traced by a dotted line in the accompanying sketch.

The spot, however, familiarly known to us as the coal-mine, and where the coal-bed rises above the surface, is situated in M'Neil's Harbour, on the line of coast designated ; its position being about latitude 50° 39′, longitude 127° 10′ west, and is marked Coal-mine on the sketch. The coal-beds, to the partial extent they have been explored, appear to be divided by intermediate layers of sandstone, and are seen most distinctly on the open beach, extending over a space of about one mile in length, generally, within the line of high-water ; the mineral having evidently been laid bare by the wash of the sea, which has, in course of time, frittered and worn away the incumbent mould and sandstone.

A fresh-water rivulet, which runs across the bed in a direction perpendicular to the beach, has also laid bare a transverse section of the coal, to the distance of three-quarters of a mile from the sea, showing that the bed runs in nearly a horizontal direction as far as that point, beyond which the depth of the strata has not been ascertained.

It is, however, important to know that the coal can be worked with comparatively small expense over a field of such extent.

We have not ascertained to what depth the surface bed extends, but we know it exceeds three feet, having explored to that depth without finding any interposing stratum of mould.

A large quantity of coal may at any time be got there by employing the Indians, who are numerous and active, to dig and transport them to the ship.

They are by no means averse to such employment, and ask a very moderate remuneration for their labour.

On one occasion, when we employed them for that purpose, they brought in upwards of 90 tons in a few days, which they dug with hatchets and other inconvenient implements, and there is no doubt that with proper excavating tools they would have done the work much more expeditiously.

Besides the loss of time, the want of tools is attended with another disadvantage, as it confines the workmen to the mere surface lumps, which is deprived of its bitumen by exposure to the weather, and does not burn so freely as the substrata.

In consequence, perhaps, of that circumstance, we have not succeeded in rendering the coals serviceable in our forges, but they burn remarkably well when exposed to a strong blast in the furnace of the steam-vessel. Externally the coal is hard and brittle, interspersed with sulphuret of iron, and contains but little earthy or incombustible matter.

It requires rather a higher temperature to burn than the better kind of Newcastle coals, but is superior in this respect to some of the kinds sold in the London market ; it contains sulphur, a pretty large proportion of bituminous matter, and yields coke in the proportion of 52 per cent.

If the British Government has any intention of making this coal available for the use of their steam navy, it will be necessary, in order to keep a constant supply on hand, to form an establishment on the spot of sufficient force to protect it against the natives, who are numerous, bold and treacherous ; and also to carry on the mining operations. We would, in such case, recommend that an application on the subject be made to the Directors of the Hudson's Bay Company in London, who could in a short time take measures to get the necessary means collected, under the management of experienced persons acquainted with Indian character, and capable of drawing the greatest possible advantage from their presence.

We shall be most happy to do anything in our power to forward this object, but it will in the first place be necessary to enter into arrangements with the Directors of the Company in London, as we have not the means in the country, and we do not feel at liberty to undertake a measure of such importance without their sanction.

We take the liberty of making this suggestion as to the proper mode of proceeding, in order that no time may be lost hereafter in carrying out the ulterior arrangements, should Government deem it an object of importance to form an establishment at M'Neil's Harbour, or at some other point, for the purpose of collecting coals for the regular supply of the steam navy in the Pacific.

We remain, &c.

(signed) *Peter Keen Ogden.*
James Douglas.

—No. 5.—

— No. 5. —

EXTRACT from a REPORT by Lieutenants *Warre* and *Vavasour*, dated* 26 October 1845.

FROM Port Discovery we crossed the Straits to Vancouver's Island, commencing in the 48th parallel of latitude, and extending 260 miles north, and about 50 miles in breadth.

This island is somewhat intersected by high mountain ranges, but the soil is said to be fertile, and well adapted for cultivation.

We visited the Hudson's Bay Company's post, Fort Victoria, in 48° 26′ north latitude, and 123° 9′ west longitude, on the south shore of the island, near the head of the narrow inlet (of which we forward a sketch), where they have established a fort similar to those already described, a farm of several hundred acres, on which they raise wheat and potatoes, and a depôt of provisions, supplies, &c. for the different trading posts further to the north.

The position has been chosen solely for its agricultural advantages, and is ill adapted either as a place of refuge for shipping, or as a position of defence.

The country to the south of the Straits of De Fuca, between Puget's Sound and the coast, is overrun by high rugged mountains, presenting great difficulty in traversing, and but few inducements to the farmer.

Between the above-mentioned points there are some fine harbours, among which we may mention Port Discovery and Dungeness, on the south shore, and a bay within three miles of Fort Victoria, called the "Squirnal" by the Indians, which, from superficial observation, appear to afford anchorage and protection for ships of any tonnage.

The above-mentioned harbours contain an abundant supply of fresh water, in which the rest of the coast is very deficient. Large rivers are formed in the winter season which become perfectly dry during the summer.

There is coal in the neighbourhood of Puget's Sound, and on the Cowlitz River; the specimens used by the Hudson's Bay Company were obtained from the surface, and were probably on that account not found good.

The specimens of lead found in the mountains on the coast are apparently very fine.

The fisheries (salmon and sturgeon) are inexhaustible, and game of all descriptions is said to abound.

The timber is extremely luxuriant, and increases in value as you reach a more northern latitude; that in 50° to 54° being considered the best: pine, spruce, red and white, oak, ash, cedar, arbutus, poplar, maple, willow and yew grow in this section of country, north of the Columbia River. The cedar and pine become of an immense size.

At Nas-qually, near the head of Puget's Sound, is the farm of the Puget's Sound Company, commenced in 1839, and supported chiefly by the gentlemen of the Hudson's Bay Company. They here cultivate wheat and potatoes, &c., but the magnificent ranges of rich prairie country between the shores of Puget's Sound and the Cascade Mountains to the east, are chiefly used as pasturage for the immense herds of cattle and sheep; the greater number of which were brought from California in 1840–41.

From Nas-qually we crossed the head waters of several large streams, among others the Nas-qually and Cheheels Rivers, arising in the Cascade Mountains, extending along the coast to latitude 49°.

These rivers have their channels sunk in some places upwards of 100 feet below the level of the country, rendering them extremely dangerous and difficult to traverse at the seasons of high water.

The Cheheels flows into Grey's Bay on the Pacific, is navigable for small boats and canoes, and forms a barred harbour for vessels of small tonnage.

The country is easy of access from Nas-qually to the Cheheels River, when the soil changes from a gravelly loam to a stiff clay, and numerous little rivers which overflow

* The Report is dated 26th October 1845, not 1st November 1845, as stated in the Address for the Papers.

overflow their banks and flood the country for an immense distance during the winter and spring freshets render the land journey to the Cowlitz River difficult, and during the season almost impracticable.

There are a few families settled on plains on this route, and the Americans are forcing themselves as far north as Puget's Sound. During our travels we met five families on their route to the prairies in that vicinity.

There is a settlement of about 90 Canadian families on the Cowlitz River, where the Puget's Sound Company have about 1,000 acres of ground under cultivation.

This farm is situated about 35 miles from the Columbia.

The course of the Cowlitz is rapid, and in high water dangerous, but presenting no obstacles that are not overcome by the energy and perseverance of the Canadian boatmen.

A small establishment has been formed at the mouth of the Cowlitz River as a store for wheat, &c., which the Hudson's Bay Company export in large quantities to the Russian settlement at Silka and to the Sandwich Islands.

The accompanying account of the population of the Indian tribes has been compiled with great care from the best authorities we could obtain, and from the trading lists lent us by the kindness of the gentlemen in charge of the Hudson's Bay Company.

The Indians of Puget's Sound and the Straits of De Fuca, also those further to the north, appear to be more numerous than those of the interior, and cultivate large quantities of potatoes, &c. for their own use, and to barter with the vessels frequenting the coast.

They are not so cleanly as the Indians of the prairies, nor are they so brave or warlike; many of the latter tribes are a very fine race of men, and possess large herds of cattle and immense numbers of horses.

In the neighbourhood of Walla-Walla individual Indians were pointed out to us who owned more than 1,000 horses.

Slavery is common with all the tribes, and he who possesses most slaves and the largest number of horses is considered the greatest chief.

The Indians of the North are sometimes troublesome, but those of the Columbia are a quiet, inoffensive, but very superstitious race. To this last cause may be traced their quarrels with the white man and with one another.

They are well armed with rifles, muskets, &c., but, from policy, they are much stinted by the Hudson's Bay Company in ammunition.

The Indian tribes do not remain upon the same ground during the whole year. In the summer they resort to the principal rivers and the sea-coast, where they take and lay by large quantities of salmon, &c., for their winter consumption, retiring to the smaller rivers of the interior during the cold season.

Neither the Roman Catholic nor Methodist missionaries have done much towards reclaiming the Indian population, who are an idle, dissolute race, and very few of them can be induced to change their mode of life, or cultivate more than will absolùtely keep them from starvation.

The total abolition of the sale of intoxicating liquors has done much for the good of the whole community, white population as well as Indian; and so long as this abstinence (which can hardly be called voluntary) continues, the country will prosper. When this prohibition is withdrawn, and the intercourse with the world thrown open, such is the character of the dissolute and only partially reformed American and Canadian settlers, that every evil must be anticipated, and the unfortunate Indian will be the first to suffer.

Enclosure in No. 5.

CENSUS of the INDIAN TRIBES in the *Oregon* Territory, from Latitude 42° to Latitude 54°, derived from the Trading Lists of the Hudson's Bay Company, and from the best obtainable Information.

NAME OF THE TRIBE.	WHERE SITUATED.	Males.	Females.	Slaves.	TOTAL.
Quacolt, Nuvette and 27 other tribes; speaking generally the Quacolt language.	- - from lat. 54° to lat. 50°, including Queen Charlotte's Island, north end of Vancouver's Island, Milbank Sound and Island, and the main shore.	19,020	20,215	1,570	40,805
Massetes and 13 tribes, not included with the above, and speaking different languages.	- - on Queen Charlotte's Island, not included in the above.	3,232	3,381	none	6,613
Nass Indians, 4 tribes; speaking the same language.	Nass River, on the main land -	857	746	12	1,615
Chymsgans, 10 tribes, all of whom speak the same language with a different idiom.	- - Chatham Sound, Portland Canal, Port Essington, and the neighbouring islands.	1,202	1,225	68	2,495
Skeena Indians, 2 tribes -	- - at the mouth of the Skeena River.	195	120	7	322
Labassas Indians, 5 tribes -	- - Gardiner's Canal, Canal de Principe, Canal de la Reida.	717	601	111	1,429
Milbank Sound, 9 tribes -	- - Millbank Sound, Cascade Canal, Deane Canal, Salmon River, and the Islands on the coast.	784	797	47	1,628
Challams Corvaitehims, 24 tribes, speaking the Challam and Corvaitzchim languages.	- - from lat. 50° along the coast south, to Whitby Island, in lat. 48°, part of Vancouver's Island and the mouth of Fram's River.	3,176	3,383	2,868	9,427
New Caledonia Indians (8 tribes known).	- - M'Leod's Lake, Chileotnis, Fort George, Alexandria, on Fraser's River, Conally Lake, Balrue Lake, Fraser's Lake, Stuart Lake.	1,265	1,150	210	2,625
Sanetch Indians, 3 tribes -	- - Straits of St. Juan de Fuca, Vancouver's Island.	194	152	none	445
Children under 12 years - - - - - - -		- - 99			
Hallams, 11 tribes - -	- - Straits of St. Juan de Fuca, Vancouver's Island.	517	461	40	1,485
Children under 12 years - - - - - - -		- - 467			
Smahomith, 1 tribe - -	- - Straits of St. Juan de Fuca, Vancouver's Island.	208	118	13	569
Children under 12 years - - - - - - -		- - 230			
Skatcat, 1 tribe - -	- - Straits of St. Juan de Fuca, Vancouver's Island.	173	161	18	543
Children under 12 years - - - - - - -		- - 191			
Cowitchici, 7 tribes - -	- - Straits of St. Juan de Fuca, Vancouver's Island.	542	636	none	1,763
Children under 12 years - - - - - - -		- - 585			
Soke Indians, 1 tribe -	- - Straits of St. Juan de Fuca, Vancouver's Island.	39	39	none	90
Children under 12 years - - - - - - -		- - 12			
Cowitchici, 3 tribes, not as yet ascertained.	- - - - - - say	- -	- -	- -	300
Cape Flattery, Gulf of Georgia,—Indians; exact numbers not ascertained.	- - - - - - about	- -	- -	- -	1,250
Nisqually, 13 tribes - -	- - Nasqually River and Puget's Sound, &c.	1,835	1,997	182	4,014
Two tribes on the Cowletz River.	- - - - - - about	- -	- -	- -	500
Cheenooks, Clatsops, and several tribes near the entrance of the Columbia River.	- - mouth of the Columbia River and the vicinity.	- -	- -	- -	429
Tribe Kalats, several tribes	- - near Fort Vancouver, on the Columbia.	- -	- -	- -	500

(*continued*)

Census of the Indian Tribes in the *Oregon* Territory—*continued.*

NAME OF THE TRIBE.	WHERE SITUATED.	Males.	Females.	Slaves.	Total.
Kile Pugas, several tribes	valley of the Willamata River	- -	- -	- -	300
Clakamus, several tribes	- - valley of the Clakamas and the Willamutta Falls.	- -	- -	- -	200
Cheanooks Kelussuyas, 4 tribes.	- - Pillar Rock, Oak Point, the Dallas, the Cascades, Cheate River, Takama River, on the Columbia.	- -	- -	- -	800
Killamooks, 3 tribes	- - on the sea-coast, between the River Columbia and the Umpqua.	- -	- -	- -	1,500
Clamets, several tribes	- - Roquas River, near the South Boundary.	- -	- -	- -	800
Walla-Walla, They Persus, Snakes, and several tribes.	- - on the South or Snakes Branch of the Columbia, extending to near the Rocky Mountains.	- -	- -	- -	3,000
Colville and Spokane	- - near Fort Colville, on the Columbia.	- -	- -	- -	450
Ockanagan, several tribes	- - on the Okanagan and Piscour Rivers.	- -	- -	- -	300
Kullers Palus, several tribes	- - on the Flatchead or Clarke River.	- -	- -	- -	300
Rootoonais, several tribes	- - on M'Gillivray's River, the Flat-bow Lake, &c.	- -	- -	- -	450
	Total Population - - -	33,956	35,182	5,146	86,947

Fort Vancouver, 1845.

RECAPITULATION.

Males - - -	33,956	
Females - - -	35,182	
Children - - -	1,584	of both sexes under 12 years of age.
Slaves - - -	5,146	
Total - -	75,868	of whom an accurate census has been made.
	11,079	Estimate of tribes of whom no census has been taken.
Great Total - -	86,947	Indian population from lat. 42° to lat. 54° north.

Remarks.—The gentlemen in charge of the Hudson Bay Company's posts, on the north of the Columbia, have made very accurate estimates of the Indian population in the neighbourhood of their several stations, and we have every reason to believe, from our own observations, in the accuracy of these statements.

The Indian tribes on the Columbia and the interior of the country are a very migratory race, and it is very difficult to arrive at their exact numbers. We believe the above statements to be rather under their numerical strength.

We shall have the honour to submit in our Return in 1846 more detailed statements of all the separate tribes.

(signed) *M. Vavasour*, Lt Roy. Eng.
Henry J. Warre, Lt & Adj.

—No. 6.—

Extract of a REPORT from Lieutenant *Vavasour* to Colonel *Holloway*, dated 1 March 1846.

Fort Victoria is situated on the southern end of Vancouver's Island, in the small harbour of Cammusan, the entrance to which is rather intricate. The fort is a square inclosure of 100 yards, surrounded by cedar pickets, 20 feet in height, having two octagonal bastions, containing each six 6-pounder iron guns at the north-east and south-west angles; the buildings are made of squared timber, eight in number, forming three sides of an oblong. This fort has lately been established;

established; it is badly situated with regard to water and position, which latter has been chosen for its agricultural advantages only.

About three miles distant, and nearly connected by a small inlet, is the Squimal Harbour, which is very commodious, and accessible at all times, offering a much better position, and having also the advantage of a supply of water in the vicinity.

This is the best built of the Company's forts; it requires loopholing, and a platform or gallery, to enable men to fire over the pickets; a ditch might be cut around it, but the rock appears on the surface in many places.

There is plenty of timber of every description on Vancouver's Island, as also limestone, which could be transported to Nisqually, or other places in the territory where it may be hereafter deemed necessary to form permanent works, barracks, &c.

—No. 7.—

COPY of a LETTER from *H. G. Ward*, Esq., M. P., Secretary to the Admiralty, to Rear-Admiral Sir *George F. Seymour*, K. C. H.

Sir, Admiralty, 5 February 1848.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, the enclosed copy of a letter from Mr. Cunard, recommending that, on grants of land being made on Vancouver's Island, that the coal-mines should be reserved for the use of the Crown.

I have, &c.

Rear-Admiral Sir George F. Seymour, K. C. H., &c. &c. &c. (signed) *H. G. Ward.*

Enclosure in No. 7.

Sir, 1, Hyde Park Place West, 3 January 1848.

OBSERVING in the public papers that coal is to be had at Vancouver's Island, I hope I may not be considered as intruding by bringing the subject under the notice of the Lords of the Admiralty. Individuals in the Oregon territory will be alive to the advantages resulting from the possession of this valuable article, and will endeavour to obtain the best situations, or acquire any right the natives may have, or suppose they may have.

It may therefore be well, in granting lands on this island, to reserve the mines for the use of the Crown, and to take such measures as may prevent the natives or others from acquiring or ceding rights to these mines.

The subject will not long escape the vigilance of the Americans in that neighbourhood.

I have, &c.

H. G. Ward, Esq., M. P. &c. &c. &c. (signed) *S. Cunard.*

—No. 8.—

— No. 8. —

CORRESPONDENCE with ADMIRALTY relative to COAL at *Vancouver's Island.*

Enclosure 1, in No. 8.

COPY of a LETTER from *H. G. Ward*, Esq., M. P., Secretary to the Admiralty, to *B. Hawes*, Esq., M. P.

Sir, Admiralty, 5 February 1848.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of Earl Grey, the enclosed copy of a letter from Mr. Cunard, suggesting that on land being granted on Vancouver's Island, that the coal-mines there should be reserved for the use of the Crown.

3 January 1848: *see* No. 7.

I have, &c.

B. Hawes, Esq. (signed) *H. G. Ward.*
Colonial Office.

Enclosure 2, in No. 8.

COPY of a LETTER from *Herman Merivale*, Esq., to the Secretary of the Admiralty.

Sir, Downing-street, 18 February 1848.

I HAVE laid your letter of the 5th instant and its enclosure before Earl Grey, and I am directed by his Lordship to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the suggestion made by Mr. Cunard, that it would be advisable to reserve the coal at Vancouver's Island for the use of the Crown, will be borne in mind whenever an opportunity arises for the disposal of land in that portion of the British possessions.

I am, &c.

The Secretary, Admiralty. (signed) *Herman Merivale.*

Enclosure 3, in No. 8.

COPY of a LETTER from Captain *Hamilton*, R.N., to *B. Hawes*, Esq., M.P.

Sir, Admiralty, 19 October 1848.

I AM commanded by my Lords Commissioners of the Admiralty to state, for the information of Earl Grey, that it is their Lordships' intention to send a steam-vessel and a sloop of war, under an officer of scientific acquirements (to be placed under the command of Rear-Admiral Hornby in the Pacific), to Vancouver's Island, for the purpose of general survey and careful examination, and my Lords request to be favoured with any suggestions or wishes that Lord Grey may desire to make on the subject.

I have, &c.

Benjamin Hawes, Esq. (signed) *W. A. B. Hamilton.*
&c. &c. &c., Colonial Office.

Enclosure 4, in No. 8.

COPY of a LETTER from *Herman Merivale*, Esq., to Captain *Hamilton*, R.N.

Sir, Downing-street, 2 November 1848.

I AM directed by Earl Grey to acknowledge your letter of the 19th instant, conveying information that the Lords Commissioners of the Admiralty intend to despatch a steam-vessel and a sloop of war to Vancouver's Island, and I am desired to acquaint you that should any suggestions occur to Lord Grey before their departure, his Lordship will avail himself of the information conveyed in your present letter, and will cause a communication to be made to the Admiralty on the subject.

I have, &c.

Captain Hamilton, R. N. (signed) *H. Merivale.*
&c. &c. &c.

(A.)

CHARTER of GRANT of *Vancouver's Island* to the Hudson's Bay Company, dated 13 January 1849, and CORRESPONDENCE between the Colonial Office and the Hudson's Bay Company thereon, since Date of last Papers laid before the House of Commons.

— No. 1. —

VANCOUVER'S ISLAND.

ROYAL GRANT.

VICTORIA, by the grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to all to whom these Presents shall come, greeting:

WHEREAS by the Royal Charter or Letters Patent of his late Majesty King Charles the Second, bearing date the 2d day of May, in the 22d year of his reign, his said late Majesty did (amongst other things) ordain and declare that the Governor and Company of Adventurers of England trading into Hudson's Bay, thereby incorporated, and their successors by that name, should at all times thereafter be personable and capable in law to have, purchase, receive, possess and enjoy and retain lands, rents, privileges, liberties, jurisdictions, franchises and hereditaments, of what nature or kind soever they were, to them or their successors: And also to give, grant, demise, alien, assign and dispose lands, tenements and hereditaments, and to do and execute all and singular other things by the same name that to them should or might appertain to do:

And his said late Majesty did thereby for himself, his heirs and successors, give, grant and confirm unto the said Governor and Company and their successors, the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they should be, that lay within the entrance of the straits, commonly called Hudson's Straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid, that were not already actually possessed by or granted to any of his said late Majesty's subjects, or possessed by the subjects of any other Christian prince or state, with the fishing of all sorts of fish, whales, sturgeons and all other royal fishes in the seas, bays, inlets and rivers within the premises, and the fish therein taken; together with the royalty of the seas upon the coasts within the limits aforesaid, and all mines royal, as well then discovered as not then discovered, of gold, silver, gems and precious stones to be found or discovered within the territories, limits and places aforesaid, and that the said land should be from thenceforth reckoned and reputed as one of his said late Majesty's plantations or colonies in America:

And further, his said late Majesty did thereby for himself, his heirs and successors, make, create and constitute the said Governor and Company for the time being, and their successors, the true and absolute lords and proprietors of the same territory, limits and places aforesaid, and of all other the premises (saving always the faith, allegiance and sovereign dominion due to his said late Majesty, his heirs and successors, for the same); to hold, possess and enjoy the said territory, limits and places, and all and singular other the premises thereby granted as aforesaid, with their and every of their rights, members, jurisdictions, prerogatives, royalties and appurtenances whatsoever to them the said Governor and Company and their successors for ever; to be holden of his said late Majesty, his heirs and successors, as of his manor of East Greenwich, in the county of Kent, in free and common soccage, and not *in capite* or by knight's service; yielding and paying yearly to his said late Majesty, his heirs and successors, for the same, two elks and two black beavers whensoever and as often as his said late Majesty, his heirs and successors, should happen to enter into the said countries, territories and regions thereby granted:

And whereas by an Act passed in the Session of Parliament held in the 43d year of the reign of his late Majesty King George the Third, intituled, "An Act

for extending the Jurisdiction of the Courts of Justice in the Provinces of Lower and Upper Canada, to the Trial and Punishment of Persons guilty of Crimes and Offences within certain Parts of North America adjoining to the said Provinces," it was enacted, that from and after the passing of that Act all offences committed within any of the Indian territories or parts of America not within the limits of either of the said provinces of Lower or Upper Canada, or of any civil government of the United States of America, should be and be deemed to be offences of the same nature, and should be tried in the same manner and subject to the same punishment as if the same had been committed within the provinces of Upper or Lower Canada, and provisions were contained in the said Act regulating the committal and trial of the offenders:

And whereas by an Act passed in the Session of Parliament holden in the first and second years of the reign of his late Majesty King George the Fourth, intituled, "An Act for regulating the Fur Trade, and establishing a Criminal and Civil Jurisdiction within certain Parts of North America," after reciting, among other things, that doubts had been entertained whether the provisions of said Act of the 43d of George the Third, extended to the territories granted by charter to the said Governor and Company, and that it was expedient that such doubts should be removed, and that the said Act should be further extended; it was enacted (amongst other things), that from and after the passing of said last-mentioned Act, it should be lawful for his then Majesty, his heirs and successors, to make grants, or give his royal license, under the hand and seal of one of his Majesty's Principal Secretaries of State, to any body corporate or company, or person or persons, of or for the exclusive privilege of trading with the Indians in all such parts of North America as should be specified in any of such grants or licenses respectively, not being part of the lands or territories theretofore granted to the said Governor and Company of Adventurers of England trading into Hudson's Bay, and not being part of any of his Majesty's provinces in North America, or of any lands or territories belonging to the United States of America, subject to the provisions and restrictions in the said Act mentioned:

And it was thereby further enacted, that the said Act of the 43d of George the Third, and all the clauses and provisoes therein contained, should be deemed and construed, and was and were thereby respectively declared to extend to and over, and to be in full force in and through all the territories theretofore granted to the said Company of Adventurers trading to Hudson's Bay:

And whereas by Our grant or royal license, bearing date the 13th day of May 1838, under the hand and seal of one of Our then Principal Secretaries of State, We granted and gave Our license to the said Governor and Company and their successors, for the exclusive privilege of trading with the Indians in all such parts of North America to the northward and westward of the lands and territories belonging to the United States of America as should not form part of any of Our provinces in North America, or of any lands or territories belonging to the United States of America, or to any European government, state or power, subject nevertheless as therein mentioned:

And We did thereby give and grant and secure to the said Governor and Company and their successors, the sole and exclusive privilege, for the full period of 21 years from the date thereof, of trading with the Indians in all such parts of North America as aforesaid, except as therein mentioned, at the rent therein reserved, and upon the terms and subject to the qualification and power of revocation therein contained:

And whereas by a treaty between Ourselves and the United States of America, for the settlement of the Oregon boundary, signed at Washington on the 15th day of June 1846, it was agreed upon and concluded (amongst other things) as follows:—That from the point of the 49th parallel of north latitude, where the boundary laid down in existing treaties and conventions between Great Britain and the said United States terminated, the line of boundary between Our territories and those of the United States should be continued westward along the said parallel of north latitude to the middle of the channel which separates the continent from Vancouver's Island, and thence southerly through the middle of the said channel and of De Fuca's Straits to the Pacific Ocean: Provided, however, that the navigation of the whole of the said channel and straits south of the 49th parallel of south latitude should remain free and open to both parties:

And whereas certain of Our lands and territories in North America lie to the westward and also to the northward of the territory granted to the said Governor and

and Company by the hereinbefore recited grant or letters patent of his said late Majesty King Charles the Second, and which is, pursuant to the direction in that behalf contained in such grant or letters patent, called or known as Rupert's Land, and to the eastward of the territories the boundary line of which is defined by the hereinbefore recited treaty with the United States of North America:

And whereas under the said last-mentioned grant or letters patent, and also under our hereinbefore recited grant or license of the 13th day of May 1838, the said Governor and Company have traded as well within as beyond the limits of the lands and territories granted to them by the said grant or letters patent of his said late Majesty King Charles the Second, and have, in connexion with and for the protection of their trade beyond the said limits, been in the habit of erecting forts and other isolated establishments without the said limits, and some of such forts and establishments of the said Governor and Company are now existing in that part of Our said territories in North America, including Vancouver's Island, the boundary line between which and the territories of the said United States is determined by the hereinbefore recited treaty between Ourselves and the said United States:

And whereas it would conduce greatly to the maintenance of peace, justice and good order, and the advancement of colonization and the promotion and encouragement of trade and commerce in, and also to the protection and welfare of the native Indians residing within that portion of Our territories in North America, called Vancouver's Island, if such island were colonized by settlers from the British dominions, and if the property in the land of such island were vested for the purpose of such colonization in the said Governor and Company of Adventurers of England trading into Hudson's Bay; but nevertheless, upon condition that the said Governor and Company should form on the said island a settlement or settlements, as hereinafter mentioned, for the purpose of colonizing the said island, and also should defray the entire expense of any civil and military establishments which may be required for the protection and government of such settlement or settlements (except, nevertheless, during the time of hostilities between Great Britain and any foreign European or American power):

Now know ye, that We, being moved by the reasons before mentioned, do by these presents, for us, Our heirs and successors, give, grant and confirm unto the said Governor and Company of Adventurers of England trading into Hudson's Bay, and their successors, all that the said island called Vancouver's Island, together with all royalties of the seas upon the coasts within the limits aforesaid, and all mines royal thereto belonging:

And further We do, by these presents, for Us, Our heirs and successors, make, create and constitute the said Governor and Company for the time being, and their successors, the true and absolute lords and proprietors of the same territories, limits and places, and of all other the premises (saving always the faith, allegiance and sovereign dominion due to Us, Our heirs and successors for the same); to have, hold, possess and enjoy the said territory, limits and places, and all and singular other the premises hereby granted as aforesaid, with their and every of their rights, members, royalties and appurtenances whatsoever to them, the said Governor and Company, and their successors for ever, to be holden of Us, Our heirs and successors, in free and common soccage, at the yearly rent of Seven shillings, payable to Us and Our successors for ever, on the First day of January in every year:

Provided always, and We declare, that this present grant is made to the intent that the said Governor and Company shall establish upon the said island a settlement or settlements of resident colonists, emigrants from Our United Kingdom of Great Britain and Ireland, or from other Our dominions, and shall dispose of the land there as may be necessary for the purposes of colonization; and to the intent that the said Company shall, with a view to the aforesaid purposes, dispose of all lands hereby granted to them at a reasonable price, except so much thereof as may be required for public purposes; and that all monies which shall be received by the said Company for the purchase of such land, and also from all payments which may be made to them for or in respect of the coal or other minerals to be obtained in the said island, or the right of searching for and getting the same, shall (after deduction of such sums by way of profit as shall not exceed a deduction of 10 per cent. from the gross amount received by the said Company from the sale of such land, and in respect of such coal or other minerals as aforesaid) be applied towards the colonization and improvement of

the island; and that the Company shall reserve for the use of Us, Our heirs and successors, all such land as may be required for the formation of naval establishments, We, Our heirs and successors, paying a reasonable price for the same; and that the said Company shall, once in every two years at the least, certify under the seal of the said Governor and Company, to one of Our Principal Secretaries of State, what colonists shall have been from time to time settled in the said island, and what land shall be disposed of as aforesaid:

And We further declare, that this present grant is made upon this condition, that if the said Governor and Company shall not, within the term of five years from the date of these presents, have established upon the said island a settlement of resident colonists, emigrants from the United Kingdom of Great Britain and Ireland, or from other Our dominions; and it shall at any time, after the expiration of such term of five years, be certified to Us, Our heirs or successors, by any person who shall be appointed by Us, Our heirs or successors, to inquire into the condition of such island, that such settlement has not been established according to the intent of this Our grant, or that the provisions hereinbefore mentioned respecting the disposal of land, and the price of lands and minerals, have not been respectively fulfilled, it shall be lawful for Us, Our heirs and successors, to revoke this present grant, and to enter upon and resume the said island and premises hereby granted, without prejudice, nevertheless, to such dispositions as may have been made in the meantime by the said Governor and Company of any land in the said island for the actual purpose of colonization and settlement, and as shall have been certified as aforesaid to one of Our Principal Secretaries of State:

And We hereby declare, that this present grant is and shall be deemed and taken to be made upon this further condition, that We, Our heirs and successors, shall have, and We accordingly reserve unto Us and them, full power, at the expiration of the said Governor and Company's grant or license of or for the exclusive privilege of trading with the Indians, to re-purchase and take of and from the said Governor and Company the said Vancouver's Island and premises hereby granted, in consideration of payment being made by Us, Our heirs and successors, to the said Governor and Company, of the sum or sums of money theretofore laid out and expended by them in and upon the said island and premises, and of the value of their establishments, property and effects then being thereon.

In witness whereof, We have caused these Our letters to be made patent. Witness Ourselves, at Westminster, the 13th day of January 1849, in the twelfth year of Our reign.

By Writ of Privy Seal.

—No. 2.—

Copy of a LETTER from *B. Hawes*, Esq., M. P., to Sir *John Pelly*, Bart.

Sir, Downing-street, 4 September 1848.

Referring to my letter of March 13th,* in which I expressed to you Lord Grey's readiness to entertain any proposal for the grant of Vancouver's Island to the Hudson's Bay Company, "proceeding on the principle which you have suggested, that the Company shall not derive any pecuniary profit from the undertaking, but shall apply all funds arising from the sale of lands or minerals towards the colonization and improvement of the island," I am now directed by Earl Grey to observe, that while he himself feels no doubt that, under the terms of the grant already proposed, it would neither be the inclination of the Hudson's Bay Company, nor in their power, even if so inclined, to depart from this understanding, as to the objects with which the grant to them of Vancouver's Island was contemplated, it appears to his Lordship, that it might be for the interest of the Company, in order not to leave any grounds for the jealousy of their intentions, which it appears, from recent Parliamentary discussions, is entertained in other quarters, that there should be introduced into the grant a formal condition that

---

* Page 13, Papers on Vancouver's Island, No. 619; 1848.

that the Hudson's Bay Company will be prepared to sell land to persons desiring to settle in Vancouver's Island on reasonable terms, and that the whole price received for the land so disposed of by them, together with any receipts on account of coals or other minerals, should, after making a fair deduction for profit to the Company on the capital invested in this undertaking, be applied in the colonization and improvement of Vancouver's Island. Lord Grey would suggest, that a deduction of 10 per cent. from the gross receipts for land and minerals might be regarded as affording a fair remuneration to the Company for their capital invested in this undertaking, and for the risk with which it will be attended, and that the remainder should be expended either in sending out emigrants or in providing for the cost of roads and buildings, and other necessary charges for the settlement of the island. As the whole of these charges, and every other expense connected with the occupation of the island, is to be provided for by the Company, according to the original understanding that no pecuniary demand of any kind was to be made upon Her Majesty's Government, it is obvious that the Company could not expect, under any circumstances, to realize as profit a larger proportion of the proceeds of the land sales than I have mentioned, and that therefore the introduction of an express stipulation to the above effect into the grant would be attended with no real sacrifice of their interest. It would, on the contrary, rather tend to promote it, since the success of the present undertaking must greatly depend upon the ability of the Hudson's Bay Company to inspire such confidence in the advantages they hold out to settlers as to induce a considerable number of persons well qualified for such an undertaking to choose Vancouver's Island as the place of their settlement.

I have, &c.

Sir John Pelly, Bart.
&c. &c. &c.

(signed) *B. Hawes.*

— No. 3.—

Copy of a LETTER from Sir *John Pelly*, Bart., to Earl *Grey*.

My Lord, Hudson's Bay House, 9 September 1848.

I have to acknowledge the receipt of Mr. Secretary Hawes's letter of the 4th instant, stating that it is your Lordship's opinion that there should be introduced into the grant a formal condition that the Hudson's Bay Company will be prepared to sell land to persons desiring to settle on Vancouver's Island on reasonable terms, and that the whole price received for the land so disposed of by them, together with any receipts on account of coals or other minerals, should, after making a fair deduction for profit to the Company, be applied in the colonization of Vancouver's Island, and that your Lordship would suggest (as you did when I had the honour of an interview with your Lordship a few days ago) that a deduction of 10 per cent. from the gross amount received for land and minerals might be regarded as affording a fair remuneration to the Company; and further, that a stipulation to that effect should be inserted in the grant.

At the interview to which I have already alluded, your Lordship did not, as I understand you, consider that an express stipulation to the above effect in the grant would be necessary, but that a written acknowledgment of the understanding would be deemed sufficient. At the same time I beg to assure your Lordship, that I have no objection to the introduction of the condition into the grant. I request, however, that you will send me a draft of the condition for my consideration and approval.

I have the honour to acquaint your Lordship, that on Wednesday last I laid before a General Court the correspondence on the grant, printed by Order of the House of Commons, and mentioned the additional condition, and that the Court unanimously adopted the following resolution: "That upon the formal execution of the grant, a copy of which has now been read to the Court, the Governor and Committee be authorized to accept the same, and to make sub-grants on such terms and conditions as they think fit." I therefore only now wait till I receive the grant to commence operations.

I have, &c.

The Right honourable the Earl Grey,
&c. &c. &c.

(signed) *J. H. Pelly.*

— No. 4.—

— No. 4. —

Copy of a LETTER from Sir *John Pelly*, Bart., to Earl *Grey*.

My Lord, Hudson's Bay House, 13 September 1848.

In the letter which I had the honour to address to your Lordship under the date of the 9th instant, I confined myself to answering your communication of the 4th; I now beg leave to draw your Lordship's attention to your letter of* 31st July, in which you state that you would direct the draft of a commission and instructions for the Governor of the proposed settlement in Vancouver's Island to be prepared without delay and communicated to me; intimating, at the same time, that you would be glad to receive from me an expression of my opinion as to the person who may most properly be recommended to Her Majesty for the office of Governor.

In accordance with your Lordship's wish, I take the liberty of recommending Mr. James Douglas, the gentleman whose report on Vancouver's Island appears among the Papers relating to that Island laid before Parliament.

Mr. Douglas is a man of property, a chief factor of the Hudson's Bay Company, and a member of the Board at Fort Vancouver, for managing the Company's affairs in the country westward of the Rocky Mountains.

I do not propose this as a permanent appointment, but merely as a temporary expedient, until the colony can afford to pay a Governor unconnected with the Hudson's Bay Company.

I also beg leave to submit for your Lordship's consideration the names of the following gentlemen whom I think well qualified to hold commissions of the peace under the Act of 1 & 2 Geo. 4, c. 66:

The Rev. Robert John Staines.	Alexander Caulfield Anderson.
Peter Skene Ogden.	Richard Grant.
James Douglas.	John Tod.
John Work.	Donald Manson.
Archibald M'Kinlay.	George Tiade Allan.
William Fraser Tohine.	John Kennedy.
James Murray Yale.	Dugald M'Tavish.

I have, &c.

The Right hon. the Earl Grey, &c. &c. &c. (signed) *J. H. Pelly.*

— No. 5. —

Copy of a LETTER from *B. Hawes*, Esq., M. P., to Sir *John Pelly*, Bart.

Sir, Downing-street, 27 September 1848.

I am directed by Earl Grey to acknowledge the receipt of your letter of the 13th instant, in which you recommend, as a temporary arrangement, that Mr. James Douglas, the chief factor of the Hudson's Bay Company, resident at Vancouver's Island, should be appointed Governor of the proposed settlement there, and also submit the names of 14 other gentlemen for commissions of the peace in the said settlement.

I am to acquaint you, in reply, that Lord Grey sees no objection to the appointment of the chief factor of the Company as a temporary arrangement, although his Lordship apprehends that the issuing of a temporary commission for that purpose will be attended with some additional expense.

With regard to the list of gentlemen whom you recommend for commissions of the peace, I am to acquaint you that the necessary steps will be taken for their appointment as soon as the instruments can be prepared for that purpose.

I have, &c.

Sir John Pelly, Bart., &c. &c. &c. Hudson's Bay House. (signed) *B. Hawes.*

— No. 6.—

* *See* page 16 of Parl. Papers, Vancouver's Island, No. 619, 1848.

— No. 6. —

COPY of a LETTER from *B. Hawes*, Esq., M. P., to Sir *John Pelly*, Bart.

Sir, Downing-street, 25 October 1848.

I HAVE received Earl Grey's directions to inform you that the Lords Commissioners of the Admiralty intend to send a steam-vessel and a sloop of war under an officer of scientific acquirements (to be placed under the command of Rear-Admiral Hornby, in the Pacific) to Vancouver's Island, for the purpose of general survey and examination.

I have, &c.
(signed) *B. Hawes.*

Sir J. Pelly, Bart.
&c. &c. &c.

— No. 7. —

COPY of a LETTER from *A. Barclay*, Esq., to *B. Hawes*, Esq., M. P.

Sir, Hudson's Bay House, 3 November 1848.

I AM directed to acknowledge the receipt of your letter of the 25th ultimo stating that the Lords Commissioners of the Admiralty intend to send a steam-vessel and a sloop of war to Vancouver's Island for the purpose of general survey and careful examination.

I have, &c.
(signed) *A. Barclay.*

Benjamin Hawes, Esq., &c. &c. &c.
Colonial Office.

(B.)

REPORT from the COMMITTEE of HER MAJESTY'S PRIVY COUNCIL for TRADE and PLANTATIONS on the Grant of *Vancouver's Island* to the HUDSON'S BAY COMPANY, dated 31st October 1848.

At the Court at Windsor, the 31st day of October 1848.

Present:—THE QUEEN'S MOST EXCELLENT MAJESTY.

His Royal Highness Prince Albert.	Lord John Russell.
Lord Chancellor.	Viscount Palmerston.
Lord President.	Lord Campbell.
Duke of Norfolk.	Sir George Grey, Bart.
Earl of Auckland.	

WHEREAS there was this day read at the Board a Report of the Right honourable the Lords of the Committee of Council appointed for the consideration of all matters relating to trade and foreign plantations, dated the 30th of this instant October, in the words following; viz.—

Your Majesty having been pleased, by Your Order of Reference of the 4th September 1848, to refer unto this Committee a draft of a grant of the island called Vancouver's Island, in North America, to the Hudson's Bay Company, and copies of a correspondence relating thereto, to consider the same, and to report to Your Majesty whether, in their opinion, any amendments should take place in the conditions contained in the said grant, or whether any further conditions should be inserted therein, for the purpose of binding the Hudson's Bay Company to use their best to effect the colonization of the said island: We, the Lords of this Committee, have taken the same into consideration, and having fully inquired into the whole matter, do this day agree humbly to report to Your Majesty that, in our opinion, it is essential, in order to ensure the more effectual colonization of Vancouver's

 Island,

Island, that certain amendments should be made to some of the conditions inserted in the said draft grant, and that certain further conditions should be inserted therein; and we, therefore, humbly recommend that Your Majesty should cause amendments and further conditions to be inserted in the said grant, to the following effect; viz.—That the grant of the fishing of all sorts of fish in the seas, bays, inlets and rivers within or surrounding the said island be omitted from the said draft grant. That in that part of the said draft which sets forth the intent of the Crown that the Company shall establish settlements of emigrants from the United Kingdom, further conditions should be inserted, binding the said Company to dispose of all lands thereby granted to them at a reasonable price, except so much as may be required for public purposes; and that all monies which shall be received by the said Company for the purchase of such land, and also from all payments which may be made to them for or in respect of the coal or other minerals to be obtained in the said island, or the right of searching for and getting the same, shall (after deduction of such sums by way of profit as shall not exceed a deduction of 10 per cent. from the gross amount received by the said Company from the sale of such land, and in respect of such coal or other minerals as aforesaid) be applied towards the colonization and improvement of the said island; and that the Company shall reserve for the use of Her Majesty, Her heirs and successors, all such land as may be required for the formation of naval establishments, Her Majesty, Her heirs and successors, paying a reasonable price for the same. That the neglect on the part of the Hudson's Bay Company to observe the hereinbefore-mentioned conditions respecting the sale of land and coal shall be included among the conditions upon which it shall be lawful for Her Majesty, Her heirs and successors, to revoke the said grant after the expiration of five years from the date thereof. And we accordingly submit an amended draft of a grant embodying the foregoing stipulations. The Lords of this Committee further humbly report to Your Majesty that, in their opinion, the existing provisions for the trial of criminal offences, and also of civil causes in Vancouver's Island, under 1 & 2 Geo. 4, c. 66, are inadequate for the due administration of justice, inasmuch as that, under the 12th section of that Act, it is provided that the courts shall not try any offender for any felony made the subject of capital punishment or transportation, or any civil action or suit in which the cause of such action or suit shall exceed in value 200 *l.*; and that in every case of any offence subjecting the person committing the same to capital punishment or transportation, the offender must be sent for trial to the court of the province of Upper Canada. The Lords of this Committee, therefore, humbly submit to Your Majesty the expediency of making further and more satisfactory provision for the trial of offences and civil causes in Vancouver's Island, which, in their opinion, can only be effected by an amendment by the Legislature of the provisions contained in the 1st & 2d Geo. 4, c. 66.

Her Majesty, having taken the said Report into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof.

(signed) *W. L. Bathurst.*

VANCOUVER'S ISLAND.

COPIES and EXTRACTS of DESPATCHES and other Papers relating to *Vancouver's Island*; also, Copies of CHARTER of GRANT of that Island to the Hudson's Bay Company, with Correspondence thereon; and REPORT of Committee of Privy Council for Trade on the Grant.

(*Mr. Christy.*)
(*Earl of Lincoln.*)
(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed,*
7 *March* 1849.

103.

Under 3 *oz.*

EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

(*In continuation of Papers presented in August* 1848.)

Presented to both Houses of Parliament by Command of Her Majesty,

FEBRUARY 1849.

LONDON:

PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,

FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCHES FROM THE RIGHT HON. THE EARL OF ELGIN, GOVERNOR-GENERAL OF CANADA.

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
	1848.		
1	92 Aug. 12	EMIGRATION RETURNS:—	
		Chief Emigration Agent's Returns of arrivals of Emigrants from 26th May to 8th July	1
2	108 Aug. 22	Enclosing Abstract Quarterly Returns of Immigrants arrived, Quarter ending 31st July; Prices of Provisions during that period; Rate of Wages for Labour; Labour most in demand, &c. — for Canada, East and West	2
3	114 Aug. 30	Chief Agent's Return of Emigrants arrived to 31 July	3
4	127 Sept. 20	POPULATION:—	
		Returns for Upper Canada since 1824; Additions from Immigration	7
5	137 Oct. 28	EMIGRATION RETURNS:—	
		Chief Agent's Returns of arrivals from 1st August to 30th Sept.	10
6	138 Nov. 13	Chief Agent's Returns of arrivals to 31st October	11
		Case of the Brig "Ann." Agent's Observations, and Affidavits of Emigrants in connexion with the Master's conduct	11
7	143 Nov. 27	Quarterly Returns of arrivals to 31st October	14
		Prices of Provisions during that time	14
		Rate of Wages, same period	15
		Demand for Labour reported on	16
8	145 Dec. 5	Military Pensioner Emigrants—Exemption from Emigrant Tax	16
		CASES OF EMIGRANT VESSELS:—	
		The "Ann" of Limerick. (*Vide* 138, Nov. 13, page 11.)	
9	146 Dec. 6	The "Lord Sandon"—Application of Owners for Remission of Penalty imposed for not having Certified Lists of Passengers	16
10	147 Dec. 13	The "Jane Black," and "Governor"—Remission of the Additional Rate of Tax levied in this case under the Provision of the Canadian Emigration Act	18
		Minute of Council enclosed, showing Grounds of Remission	18
11	151 Dec. 20	PUBLIC WORKS AND COLONIZATION:—	
		Inspector-General's Report thereon	19
		Referring to the following topics:—	
		Importance of Emigration to the Mother Country	19
		Construction of Public Works	20
		Free Grants of 50 acres for Settlers; Opening of Roads — Importance of	21
		The Railroads, Canals, and Harbours — of Canada	22
		The Public Domain consists of 200,000,000 acres	24
12	154 Dec. 25	EMIGRATION RETURNS:—	
		Chief Agent's Report, accompanying 176 Returns of Emigrant Ships	24
		Total Steerage Emigrants from United Kingdom of 24,921 souls	24
	1849.		
13	11 Jan. 17	ANNUAL REPORT OF CHIEF EMIGRATION AGENT Enclosed	25
		The following points adverted to:—	
		Total Immigration, 1847–1848	25
		Sickness and Mortality of those years contrasted	25
		Irish Emigration from Liverpool	26
		Increase of the Emigrant Tax: Its effect on the Quebec route	26
		Increase of the Emigrant Tax: Ships proceeded to New York in preference	27
		Total of Vessels employed in Passenger Trade of 1848	27
		Testimony in favour of Masters of Vessels in the Quebec Trade	27
		Passengers' Act, Proceedings instituted under	27
		Cases: The "St. John" of Galway	27
		Cases: The "Ann" of Limerick	27

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
	1849.		
13	11 Jan. 17	REPORT OF CHIEF EMIGRATION AGENT—*continued.*	
		Distribution of the Immigrants	28
		Average Immigration of last 20 years	28
		Expenditure for service of 1848	29
		The Demand for Labour reported on	30
		Notes on the Weekly Returns of Arrivals in 1848	38
		IMMIGRANT TAX:—	
		Report of Committee of Council, dated 17th June thereon	41
		The Restrictive Clauses of the Immigrant Act to be reconsidered	43
14	14 Jan. 18	FINANCE:—	
		Memorandum of Inspector-General on the Final Statement of Expenses of Immigration of 1847	43

DESPATCHES FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

		1848.		
1	291	Oct. 26	IMPROVEMENT OF EMIGRATION:—	
			Chief Agent's Annual Report to be submitted to Executive Council for any suggestions they may have to offer thereon, previous to its transmission home	48
2	295	Nov. 1	POPULATION:—	
			Returns of Progress Population of Upper Canada since 1824, received with much interest	48
3	296	Nov. 2	TAX ON MILITARY PENSIONER EMIGRANTS, encloses Correspondence with War Office as to payment of	48
4	297	Nov. 9	CASES OF EMIGRANT VESSELS:—	
			The ships "Jane Black" and "Governor"—Representations from Mr. Monsell on Penalty levied in cases of	49
		1849.		
5	310	Jan. 7	The brig "Ann," of Limerick—Reply to Despatch relative to conduct of Master	49
6	315	Jan. 24	PUBLIC WORKS AND COLONIZATION:—	
			Report of Inspector-General on Public Works and Colonization acknowledged	51
7	325	Feb. 6	EMIGRANT SHIPS:—	
			Case of the "Lord Sandon"—Report of Emigration Commissioners on application of Owners for Remission of Penalty for not having certified Lists of Passengers on board their vessel	51
8	327	Feb. 9	IMMIGRANT TAX:—	
			Its effect on Irish Emigration	53
			Regulations for Emigration not to be more severe than absolutely requisite	53
			Cost of Passages from Cork, probable rate for the season of 1849	53

NEW BRUNSWICK.

DESPATCHES FROM SIR E. HEAD, LIEUT.-GOVERNOR.

		1848.		
1	72	July 25	EMIGRATION RETURNS:—	
			The Emigration of 1847–1848 contrasted	56
			State of the Quarantine Station at Partridge Island—Tents	56
2	74	July 31	Emigration Returns for ships "Concord" and	56
			"Agnes Jermyn"	58
			The Master of the "Concord" summoned for bad provisions	57
3	76	Aug. 3	Condition of Emigrants by the "Star"	59
			Report of Mr. Boyd (Emigrant Agent, St. Andrew's) thereon	59
			His Accounts referred to	59
4	77	Aug. 15	Further on same subject	59
5	86	Sept. 13	EMIGRANT SHIPS:—	
			"Lady Lilford"	60
			"Londonderry"	60
			"British Queen"	60
			"Æneas"	60
			Inferior Provisions on board the "Lady Lilford," and general inferiority of Stores shipped from Limerick	60
			Small Class Vessels, Agents' Objections to Employment of	62

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
	1848.		
6	91 Oct. 14	EMIGRATION RETURNS:—	
		Report of Chief Agent on Emigrants landed this season	63
		Departures for the United States (5000)	64
		Proposed Measures for the Emigration of next season	64
7	99 Oct. 26	PROMOTION OF SETTLEMENTS:—	
		With Minute of Council on proposed Expenditure of the Land Fund of various districts for	65
	1849.		
8	6 Jan. 8	EMIGRATION RETURNS:—	
		Immigrants arrived at Miramichi, the past year	65
9	10 Jan. 16	FINANCE:—	
		Emigration Expenditure of 1847, encloses Accounts and Report on	66
		Report on extent of Relief afforded to Emigrants	66

DESPATCHES FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

	1848.		
1	62 Oct. 1	EMIGRANT SHIPS:—	
		The ship "Linden"—With Report of Commissioners of Customs on the case	76
2	69 Nov. 1	FINANCE:—	
		Emigration Expenditure of 1847, with Treasury correspondence calling for more distinct Accounts	76
		Advance of £7410 currency will be made to the Provincial Treasurer	77
3	76 Nov. 17	EMIGRANT SHIPS:—	
		The ship "Hornet"—Report of Emigration Commissioners enclosed, on the bad quality of the provisions put on board	78
		Government Agent at Limerick cautioned thereon	
	1849.		
4	93 Jan. 7	EMIGRATION RETURNS:—	
		Acknowledges Agent's Return, Quarter ending 30th September.	79
		Departures for the States noticed	79
		Excess of Immigration to be avoided, unless accompanied by a corresponding influx of capital	79
5	95 Jan. 10	EMIGRANT SHIPS:—	
		Report of Emigration Commissioners on the case of the ships "Æneas" and "Lady Lilford"	79
		Observations on employment of small vessels for Emigration purposes	79

PRINCE EDWARD ISLAND.

DESPATCH FROM SIR D. CAMPBELL, LIEUT.-GOVERNOR.

	1848.		
1	59 Aug. 4	IMMIGRANT ACT:—	
		Steps taken to meet views of Government on its provisions	82

NOVA SCOTIA.

DESPATCH FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

	1848.		
1	133 Dec. 1	IMMIGRANT ACT:—	
		As to clause making Wrecks liable for Maintenance of Passengers	84

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

BRITISH NORTH AMERICA.

(No. 98.) No. 1. No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, August 2, 1848.

MY LORD, (*Received August* 21, 1848.)

I HAVE the honour to transmit herewith the Chief Emigrant Agent's usual periodical Returns of Emigrants arrived at Quebec to the 8th of July. 4.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 1. Encl. in No. 1.

SUMMARY of Chief Emigration Agent's Returns of Emigrants arrived at Ports of Quebec and Montreal.

From May 26 *to June* 17, 1848.*

	Steerage.	Infants.	Cabin.	Total.
From England	725	33	21	779
Ireland	3,678	165	45	3,888
Scotland	89	4	15	108
Jersey	12	..	10	22
Germany	415	15	..	430
Lower Ports	172	2	4	178
	5,091	219	95	5,405
Previously reported	5,902	315	226	6,443
	10,993	534	321	11,848
To same period last year	21,553	1,438	56	23,047
Decrease in 1848	10,560	904	..	11,199

From June 17 *to June* 24, 1848.*

From Ireland	1,313	62	10	1,385
Germany	306	17	3	326
Lower Ports	37	3	..	40
	1,656	82	13	1,751
Previously reported	10,993	534	321	11,848
	12,649	616	334	13,599
To same period last year	28,830	1,910	95	30,835
Decrease in 1843	16,181	1,294	..	17,236

* The Emigration Agent's observations accompanying this return will be found printed at page 38.

Summary of Chief Emigration Agent's Returns—*continued.*

*From June 24 to June 30, 1848.**

	Steerage.	Infants.	Cabin.	Total.
From England . . .	496	20	18	534
Ireland	927	48	8	983
Scotland . . .	399	10	..	409
Germany . . .	396	19	..	415
Lower Ports . .	141	..	..	141
	2,359	97	26	2,482
Previously reported . .	12,649	616	334	13,599
	15,008	713	360	16,081
To same period last year .	36,579	2,386	130	39,095
Decrease in 1848 . . .	21,571	1,673	..	23,014

*From June 30 to July 8, 1848.**

From England . . .	..	..	8	8
Ireland	1,307	49	14	1,370
Scotland . . .	321	14	12	347
Germany . . .	108	1	..	109
Lower Ports . .	16	..	..	16
	1,752	64	34	1,850
Previously reported . .	15,008	713	360	16,081
	16,760	777	394	17,931
To same period last year .	45,608	2,868	192	48,668
Decrease in 1848 . . .	28,848	2,091	..	30,737

No. 2.

(No. 108.)

No. 2.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, August 22, 1848.

MY LORD, (*Received September* 16, 1848.)

1. I HAVE the honour to transmit to your Lordship herewith, the Chief Agent's Abstract Quarterly Return of Immigrants arrived at the port of Quebec during the quarter ending 31st ultimo, with the average prices of labour, provisions, and clothing, during the same period.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

* Tho Chief Agent's observations accompanying this return will be found printed at page 39.

Enclosure 1 in No. 2.

ABSTRACT QUARTERLY RETURN (IMMIGRANTS).

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage Defrayed by		Number assisted out of Public Funds.	Total Amount paid.
					Male.	Fem.		Male.	Fem.		Parochial Funds.	Private Funds.		£. s. d.
May June July	217	At sea. 217 In Quarantine. 105	53	22,812	8,567	6,400	Farmers. 2,707 Labourers. 4,915	55	245	945	319 By the Crown. 451	2,492	Canada West, at Kingston. 4,651 Canada East, at Quebec. 11,825	3,048 16 6 4,346 0 9
Totals	217	322	53	22,812	8,567	6,400	7,622	55	245	945	770	2,492	. .	*7,394 17 3

	£.	s.	d.
* Transport	6,094	18	2
Provisions	438	16	1
Hospital expenses	861	3	0
	£7,394	17	3

31st day of July, 1848.

A. C. BUCHANAN,
Chief Immigration Agent for Canada.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of CANADA EAST, in the Quarter ended 31st July, 1848.

Articles.		Average Prices (in Sterling.)		
		£.	s.	d.
Bread (brown)	per 6 lb. loaf	0	0	8½
Butter	per lb.	0	0	7½
Beef, 5*d.*, Mutton, 4*d.*, Veal, 3½*d.*, and Pork, (fresh), 5*d.*	,,	0	0	3½
Coals	per chaldron	1	5	0
Candles	per lb.	0	0	7
Cheese (American)	,,	0	0	4
Coffee (ground)	,,	0	1	0
Eggs	per dozen	0	0	6
Fine flour	per barrel, 196 lbs.	1	5	0
Fish (dry Cod)	per cwt.	0	12	6
Fish (wet ditto)	,,	0	8	0
Firewood	per cord	0	12	0
Herrings	per barrel	0	16	0
Milk (fresh)	per quart	0	0	3
Oatmeal	per cwt.	0	12	6
Pepper	per lb.	0	0	6½
Potatoes	per bushel	0	2	0
Rice	per lb.	0	0	2½
Sugar (brown)	,,	0	0	5
Soap (ditto)	,,	0	0	3½
Salt	per bushel	0	1	3½
Tea (black)	per lb.	0	2	0
CLOTHING.				
Shirts, Cotton	each	0	2	3
Shoes, strong, for Men	per pair	0	7	6
Ditto, ditto, for Women	,,	0	4	6
Blankets, common	,,	0	10	0
Shirts, flannel	each	0	3	6
Cloth, broad, for coats	per yard	0	12	6
Ditto, narrow, for trousers	,,	0	7	0
Flannel for drawers or women's petticoats	,,	0	1	6
Fustian for jacket and trousers	,,	0	1	6

A. C. BUCHANAN,
Chief Agent.

BRITISH NORTH AMERICA.

RETURN showing the Average Wages of Mechanics and others in Canada East, for the Three Months ended 31st July, 1848.

Trade or Calling.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board and Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	*s. d.*	£. *s. d.*	*s. d.*	*s. d.*
Bread and Biscuit Bakers	3 6	..	..	5 0	3 0
Butchers	4 6	..	..	5 6	3 6
Brickmakers	4 6	..	..	5 0	3 0
Bricklayers	6 0	..	..	7 6	5 0
Blacksmiths	5 0	..	..	6 0	4 6
Curriers	4 0	..	..	5 0	3 6
Carpenters and Joiners	6 0	..	..	7 0	4 6
Cabinetmakers	6 0	..	..	7 6	4 6
Coopers	3 6	..	..	5 0	3 0
Carters	3 0	..	..	4 6	2 6
Cooks (women)	Engaged by the Month at 20*s.* and 15*s.*				
Combmakers	None employed here.				
Coppersmiths	5 0	..	..	6 6	4 0
Dairywomen	Engaged by the Month at 15*s.* and 12*s.*				
Dressmakers and Milliners	1 3	1 0	..	1 8	1 2
Farm Labourers	3 0	1 6	..	4 6	2 9
Gardeners	..	..	37 10 0	..	..
Grooms	Engaged by the Month at 35*s.* and 27*s.*				
Millwrights	6 0	..	..	7 6	5 0
Millers	4 0	..	..	5 6	3 6
Painters	4 6	..	..	5 6	4 0
Plasterers	6 0	..	..	7 6	5 0
Plumbers and Glaziers	4 0	..	..	5 0	3 6
Printers and Bookbinders	Engaged by the Month at 6*l.* 10*s.* and 5*l.* 10*s.*				
Quarrymen	3 0	..	..	4 6	2 6
Ropemakers	3 0	..	..	4 6	2 6
Sailmakers	5 0	..	..	6 6	4 0
Sawyers	3 0 or 4*s.* 6*d.* per 100 feet.				
Shepherds	None employed.				
Shipwrights and Boatbuilders	4 6	..	..	5 6	4 0
Shoemakers	3 6	..	..	5 0	3 0
Slaters and Shinglers	3 6 or 3*s.* 4*d.* per 1000 shingles.				
Stonecutters	6 3	..	..	7 0	5 0
Stonemasons	6 0	..	..	7 6	5 0
Tailors	3 6	..	..	4 6	3 0
Tanners	3 0	..	..	4 0	2 9
Tinsmiths	4 6	..	..	5 0	4 0
Wheelwrights	4 0	..	..	5 0	4 0
Whitesmiths	4 6	..	..	6 0	4 0
Charge for Board and Lodging Mechanics, Labourers, &c., 15*s.* and 10*s.*					

A. C. BUCHANAN, Chief Agent.

Question.

1. What funds have been placed at your disposal during the past quarter for the relief of immigrants?

Answer.

£4349. 14*s.* 7*d.* currency.

2. State the description of labour which is in request in the colony?

The demand for all description of labourers has been much depressed this season, owing to the stagnation of trade, and there being but few public works at present in progress in this colony. Farm and domestic servants have generally succeeded in securing employment in the western section of the province.

3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?

More than sufficient under existing circumstances. The great majority have emigrated to join their relations and friends; and many others, to enter at once upon the occupation of land, so that the number depending on the labour market on arrival here is comparatively small.

BRITISH NORTH AMERICA.

Question.	*Answer.*
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?	The most advantageous field which this colony at present offers is, to the small farmer who possesses sufficient capital to enable him at once to enter upon land, as wild lands, and partially improved farms can be purchased in all sections of the province at reasonable prices. The country at present could not advantageously receive any large number of unskilled labourers, unless suitable employment were provided for them, otherwise they would be exposed to great distress during the inclemency of the winter season.

A. C. Buchanan, Chief Agent.

Encl. 2 in No. 2.

Enclosure 2 in No. 2.

Return showing the Average Retail Price of Provisions and Clothing in the Colony of CANADA WEST, in the Quarter ended 31st July, 1848.

Articles.	Average Prices (in Sterling).		
	£.	s.	d.
Salt Beef . . . . . per lb.	0	0	2½
Fresh Beef, Lamb, Mutton, and Veal . . . ,,	0	0	3
Pork . . . . . ,,	0	0	3
Bacon and Hams . . . . . ,,	0	0	4
Butter . . . . . ,,	0	0	6
Milk . . . . . per quart	0	0	2
Cheese . . . . . per lb.	0	0	4½
Eggs . . . . . per doz.	0	0	6
Potatoes . . . . . per bushel	0	2	0
Bread . . . . . per 4 lb. loaf	0	0	5
Wheat Flour, fine . . . . . per barrel	1	0	0
Firewood . . . . . per cord	0	6	3
Common Soap . . . . . per lb.	0	0	2½
Tea, good . . . . . ,,	0	3	0
Rice . . . . . ,,	0	0	2½
Sugar, brown . . . . . ,,	0	0	4½
Men's Shoes, coarse . . . . . per pair	0	4	0
Women's Shoes, coarse . . . . . ,,	0	3	3
Men's Cotton Shirts . . . . . each	0	2	0
Flannel, domestic . . . . . per yard	0	2	0
Cloth, strong common . . . . . ,,	0	3	6
Cottons, printed . . . . . ,,	0	0	4
Fustian . . . . . ,,	0	2	0

N. B. All of the above articles are supposed to be of the average quality used by labouring persons.

A. B. Hawke, Chief Agent for Upper Canada.

Return showing the Average Wages of Mechanics and others in Canada West, for three Months ended 31st July, 1848.

Trade or Calling.	Average Wages per Diem without Board and Lodging (in Sterling).			Average Wages per Diem with Board and Lodging (in Sterling).			Average Wages per Annum with Board and Lodging (in Sterling).			Highest and Lowest Rates per Diem without Board or Lodging (in Sterling).	
										Highest.	Lowest.
	£.	s.	d.	£.	s.	d.	£.	s.	d.		
Bread and Biscuit Bakers . .	0	4	0	0	3	6	..			..	..
Butchers	0	4	0	0	3	3	..			..	..
Brickmakers	0	4	0	0	3	0	..			..	..
Bricklayers	0	5	0	0	3	9	..			..	..
Blacksmiths	0	5	0	0	4	0	..			..	..
Curriers	0	5	0	0	3	9	..			..	..
Carpenters and Joiners . .	0	6	3	0	5	0	..			..	..
Cabinetmakers . . .	0	5	0	0	3	9	..			..	..
Coopers	0	5	0	0	3	9	..			..	..
Carters	0	7	6	With horse and cart.							
Cooks (women) . . .	..			..			12	0	0	..	..

BRITISH NORTH AMERICA.

Return showing the Average Wages of Mechanics, &c.—*continued.*

Trade or Calling.	Average Wages per Diem without Board and Lodging (in Sterling).	Average Wages per Diem with Board and Lodging (in Sterling).	Average Wages per Annum with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	£. s. d.	£. s. d.	£. s. d.		
Combmakers	Little or no employment.				
Dairywomen	..	..	12 0 0	..	..
Dressmakers and Milliners	0 2 0	0 1 3	..	..	..
Farm Labourers	0 3 0	0 2 3	20 0 0	..	..
Gardeners	0 4 3	0 3 0	Employed only during the summer.		
Grooms	..	..	20 0 0	..	..
Millwrights	0 7 6	0 6 3	..	..	..
Millers	0 5 0	0 4 0	35 0 0	..	..
Painters	0 5 0	0 4 0	..	..	..
Plasterers	0 6 3	0 5 0	..	..	..
Plumbers and Glaziers	0 5 0	0 3 9	..	..	..
Quarrymen	0 4 0	0 3 0	..	..	..
Ropemakers	Little or no employment.				
Sailmakers	0 5 0	0 3 9	..	..	..
Sawyers	Paid per 100 feet; not much employed.				
Shepherds	No employment.				
Shipwrights and Boatbuilders	0 6 3	0 5 0	..	..	..
Shoemakers	0 6 3	0 5 0	..	..	..
Slaters and Shinglers	..	..	..	..	..
Stonemasons	0 5 0	0 3 9	..	..	..
Tailors	0 5 0	0 3 9	..	..	..
Tanners	0 3 9	0 3 0	..	..	..
Wheelwrights	0 6 3	0 5 0	..	..	..
Whitesmiths	0 5 0	0 3 9	..	..	..

A. B. HAWKE, Chief Agent for Upper Canada.

Question	*Answer.*
1. What funds have been placed at your disposal during the past quarter for the relief of immigrants?	£750.
2. State the description of labour which is in request in the colony?	Farm and domestic servants, both male and female. There is little or no demand for day labourers as there are no public works constructing at present, and business of all kinds is, and has been for some months past, in a very stagnant condition.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?	Yes, as stated in answer to No. 2, every kind of business is extremely depressed.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful.	Small farmers, with a little capital, if industrious, can always do well. What we stand most in need of is suitable employment for labourers: and I know of nothing that would furnish it so well as the construction of canals or railroads.

A. B. HAWKE,
Chief Emigrant Agent for Upper Canada.

Emigrant Office, Kingston,
August 5, 1848.

No. 3.

(No. 114.)

No 3.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, August 30, 1848.

MY LORD, (*Received September* 21, 1848.)

I HAVE the honour to transmit herewith the Chief Emigrant Agent's Returns of Emigrants arrived at the port of Quebec to the 31st July last.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 3.

SUMMARY of Chief Emigrant Agent's Returns.

*From July 8 to July 22, 1848.**

	Steerage.	Infants.	Cabin.	Total.
From England . . .	591	36	34	661
Ireland	969	48	19	1,036
Scotland . . .	599	26	4	629
	2,159	110	57	2,326
Previously reported . .	16,760	777	394	17,931
	18,919	887	451	20,257
To same period last year .	53,939	3,422	238	57,599
Decrease in 1848 . . .	35,020	2,535	..	37,342

*From July 22 to July 31, 1848.**

From England . . .	500	31	13	544
Ireland	1,434	50	16	1,500
Scotland	145	8	6	159
Germany . . .	126	7	..	133
Lower Ports . .	214	5	..	219
	2,419	101	35	2,555
Previously reported . .	18,919	887	451	20,257
	21,338	988	486	22,812
To same period last year .	62,474	3,890	274	66,638
Decrease in 1848 . . .	41,136	2,902	..	43,826

(No. 127.) No. 4. No. 4.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Sept. 20, 1848.

MY LORD, (*Received October* 10, 1848.)

Answered Nov. 1, 1848, No. 295, page 48.

I HAVE the honour to transmit, for your Lordship's information, an abstract taken from official returns of the gross population of the province of Upper Canada at the present time and at several periods since 1824. Your Lordship will, I am sure, observe with satisfaction, the evidence which this document furnishes of the rapid progress of this interesting colony, which derives mainly, if not exclusively from Irish and British immigration all additions to its population beyond natural increase.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 4. Encl. in No. 4.

GROSS POPULATION of the Province of Canada West at several periods since 1824, taken from the printed Parliamentary Returns.

1824	151,097
1825	158,027
1830	210,437
1832	261,060
1834	320,693
1836	372,502
1839	407,515
1841	465,357
1842	486,055
1848	714,964

Previous to the year 1842 the census of Upper Canada was taken yearly, at the same time with the other assessments.

* The Chief Agent's observations accompanying this return will be found printed at page 39.

BRITISH NORTH AMERICA.

The following Abstracts show :—

No. 1. The population of the several Electoral Divisions as they existed before the passing of the Union Act.

No. 2. The population of the Electoral Divisions as they at present stand.

In No. 2, as some townships have not been as yet returned, I have added merely 12½ per cent. to the population of 1841 to obtain an approximation; this will be under the mark. These additions when made are noted by an asterisk (*).

Montreal, September 20, 1848.

Walter C. Crofton,
Secretary to the Board of Registration.

No. 1.—Electoral Divisions, 1836.

Districts.	Counties.	Number of Townships in each County.	Population Counties.	Total Population Districts.
Eastern	Glengary	4	12,250	
	Dundas	4	5,739	
	Stormont [1]	4	4,922	
				22,911
Ottawa	Prescott	5	5,228	
	Russell	6	2,259	
				7,487
Bathurst, not distinguished		18	24,127	
				24,127
Johnstown	Leeds	9	18,141	
	Grenville	8	12,444	
				30,585
Midland	Frontenac	5	12,144	
	Lenox and Addington	7	12,674	
	Hastings	8	10,578	
				35,396
Prince Edward, a county in itself		5	12,343	
				12,343
Newcastle	Northumberland [2]	14	18,760	
	Durham [3]	11	14,176	
				32,936
Home	York	21	43,660	
	Simcoe	15	10,215	
	Toronto City	1	9,654	
				63,529
Gore	Wentworth	7	12,965	
	Halton	17	30,955	
				43,920
Niagara	Lincoln	15	26,336	
	Haldimand	7	4,111	
				30,447
London	Middlesex	15	23,790	
	Norfolk	7	7,742	
	Oxford	10	12,067	
	Huron	11	2,956	
				47,095
Western	Essex	7	7,749	
	Kent	16	9,316	
				17,065
	Total	257	. .	367,841
	Add for Townships omitted	. .	. .	4,661
				372,502

[1] Town of Cornwall omitted. [2] Three townships omitted. [3] One township omitted.

No. 2.—Electoral Divisions, 1848.

Districts.	Counties.	Townships.	Population of Counties.	Districts.	County Towns not Represented.
Bathurst	United . Lanark	13	12,249		
			9,713*		
	Renfrew	11	4,656		
			3,785*		
				30,403	Perth.
Brock	Oxford	12	29,219		
				29,219	Woodstock, 431.
Colborne	Peterborough	19	21,379		
				21,379	Peterboro', 1771.
Dalhousie	Carleton	10	19,190		
	Bytown, town of	..	6,284		
				25,474	
Eastern	Stormont	4	11,471		
	Dundas	4	10,723		
	Glengary	4	15,005		
	Cornwall Town	..	1,454		
				38,653	
Gore	Wentworth	8	12,131*		
			5,977		
	Halton	8	29,580		
	Hamilton City	..	9,889		
				57,577	
Home	York, North Riding	11	17,050		
	,, South ,,	4	21,033		
	,, East ,,	4	24,530		
	,, West ,,	5	20,236		
	Toronto City	..	23,505		
				106,354	
Huron	Huron	21	20,450		
				20,450	Goderich, 1030.
Johnstown	Grenville	5	16,952		Prestcott, 1775.
	Leeds	11	23,835		
	Brockville Town	..	2,449		
				43,326	
London	Middlesex	17	41,963		
	London Town	..	4,573		
				46,536	
Midland	Frontenac	15	17,311		
	United . Lenox	3	6,484		
	Addington	6	13,135		
	Kingston City	..	8,369		
				45,299	
Newcastle	Durham	6	23,102		Port Hope, 1817.
	Northumberland	8	24,087		
				47,189	Coburg, 3513.
Ottawa	Prescott	6	8,663		
	Russell	4	1,701		
				10,364	L'Original.
Niagara	Lincoln	7	14,313		
	Welland	8	17,532		
	Haldimand	9	12,719		
	Niagara	..	3,100		
				47,664	
Prince Edward	Prince Edward	6	18,061		
				18,061	Pictou, 1599.
Simcoe	Simcoe	23	23,060		
				23,060	Barrie.
Talbot	Norfolk	7	15,716		
				15,716	Simcoe.
Victoria	Hastings	12	23,133		
				23,133	Belleville, 2939.
Wellington	Waterloo	27	41,177		
				41,177	Guelph.
Western	Essex	8	10,996		Sandwich.
	Kent	21	15,483		
				26,479	Chatham.
		347			
				717,513	
Deduct 10 per cent. on the calculated Townships				2,549	
				714,964	

BRITISH NORTH AMERICA.

No. 5.

(No. 137.) No. 5.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, Oct. 28, 1848.

My Lord, (*Received November* 21, 1848.)

3. I have the honour to transmit herewith the Chief Emigrant Agent's Returns of Immigrants arrived at the port of Quebec between the 1st and 30th September.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 5.

Enclosure in No. 5.

Summary of Chief Emigrant Agent's Returns.

From July 31 *to August* 31, 1848.*

	Steerage.	Infants.	Cabin.	Total.
From England	557	25	13	595
Ireland	441	18	11	470
Scotland	497	14	48	559
Jersey	12	..	8	20
Lower Ports	18	..	..	18
	1,525	57	80	1,662
Previously reported	21,338	988	486	22,812
Total	22,863	1,045	566	24,474
To same period last year	82,211	5,021	407	87,639
Decrease in 1848	59,348	3,976	..	63,165

From August 31 *to September* 15, 1848.*

From England	226	12	63	301
Ireland	1,399	66	31	1,496
Scotland	251	10	34	295
Lower Ports	21	..	..	21
	1,897	88	128	2,113
Previously reported	22,863	1,045	566	24,474
	24,760	1,133	694	26,587
For same period last year	86,811	5,244	480	92,535
Decrease in 1848	62,051	4,111	..	65,948

From September 15 *to September* 30, 1848.*

From England	353	18	53	424
Ireland	289	4	3	296
Scotland	1	..	..	1
Lower Ports	43	5	..	48
	686	27	56	769
Previously reported	24,760	1,133	694	26,587
	25,446	1,160	750	27,356
For same period last year	89,479	5,396	521	95,396
Decrease in 1848	64,033	4,236	..	68,040

---

* The Chief Agent's observations accompanying this Return will be found printed at pages 40, 41.

(No. 138.) No. 6.

BRITISH NORTH AMERICA. No. 6.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, Nov. 13, 1848.
(*Received December* 5, 1848.)

Answered Jan 7, No. 310, page 49.

My Lord,

I have the honour to transmit herewith a Return by the Chief Emigrant Agent of the Immigrants who arrived at Quebec from the 1st to the 31st of October last. The remarks appended to this return contain, as your Lordship will observe, some very severe reflections on the conduct of Captain McFie, of the brig "Ann," of Limerick, supported by affidavits. With the view of supplying your Lordship with all the information which I could procure on the case, I directed Mr. Buchanan to report whether he knew what had become of the captain, and whether any counter-statement respecting the occurrences in question had been made in his behalf. I enclose the copy of a letter written by him in reply to this inquiry.

No. 11.

Nov. 8, 1848.

Page 13.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 6.

Encl. 1 in No. 6.

No. 11.—Summary of Chief Agent's Return,* from 1st to 31st October.

	Steerage.	Infants.	Cabin.	Total.
From England. . . .	312	15	35	362
Ireland	378	23	9	410
Scotland . . .	18	..	12	30
Lower Ports . .	98	5	..	103
	806	43	56	905
Previously reported . .	25,446	1,160	750	27,356
	26,252	1,203	806	28,261
To same period last year .	91,455	5,547	580	97,582
Decrease in 1848 . . .	65,203	4,344	..	69,321

Enclosure 2 in No. 6.

Encl. 2 in No. 6.

Extract of Remarks accompanying Chief Agent's Return for 31st October.

The "Princess Royal" and the "William" brought up the passengers per "Ann," from Limerick, taken from that vessel on the 23rd September, after she had been run foul of by the barque "Hampton," a homeward-bound vessel, near the island of Anticoste. These poor people arrived here with the loss of every article of clothing excepting what they had on their backs; and, from the statement made by them, I deemed it desirable that it should be supported by affidavits; two of which I herewith enclose, made by four of the passengers, being three who escaped on board the "Hampton," and one who came up in the "Princess Royal." From the statement made by these parties upon oath, as well as by the passengers generally, the conduct of the master of the "Ann," Captain McFie, is open to the severest censure; and there appears little doubt but that his desertion of the vessel has caused these poor people the loss of all their little property, as it does not appear that he made any attempt to ascertain the extent of the injury which his vessel had sustained; or, when an opportunity offered the next day, did he use the necessary exertion to regain his vessel and to attend to the lives and property of the unfortunate passengers who had been entrusted to his care.

Pages 12 and 13.

It appears from the reports of several vessels which have arrived since at this port, that they fell in with the wreck of the "Ann" in the same state as when abandoned; and, by an extract from a Boston paper, it appears that the wreck was seen on the 3rd ult., 10 days after being abandoned, 30 miles N.W. from Cape George, Nova Scotia, apparently tight.

From all these circumstances it may be inferred that Captain McFie could not be over-desirous of saving his vessel, and doubtless she was well insured; and by not reaching this port he avoided the payment of upwards of 160*l.* head-money on his passengers.

---

* See previous note, page 10.

BRITISH NORTH AMERICA.

Encl. 3 in No. 6.

Enclosure 3 in No. 6.

Province of Canada, } PERSONALLY came and appeared Patrick Halvey, Edmund Carmody,
District of Quebec. } and James Gleeson, labourers, and being duly sworn upon the Holy Evangelists, deposeth and saith—That deponents were passengers on board the schooner "Ann," Archibald McFie, Master; they left Limerick bound for Quebec on the 17th day of August, 1848; nothing worthy of particular notice happened to the vessel or passengers till the night of the 22nd September,* when at about 11 o'clock, deponents were below in bed and asleep, and awoke by a noise as of something breaking upon deck which made a dreadful crash; on ascending to the deck we saw another vessel alongside our own; the first thing we heard was a voice, crying out to get on board the strange vessel as fast as we could, which we did as fast as possible, and succeeded in doing so with the greatest difficulty by jumping; up to this period we did not see or hear either the captain or mate of our own vessel, and we had been upwards of a quarter of an hour on board the strange vessel before we saw our captain in the cabin; we were crying and lamenting our fate when our mate told us not to be making a noise in the strange vessel.

We was ordered by the captain of the strange vessel to go to the forecastle, at the same time sending some canvass for us to lay upon. The crew of the strange vessel gave us some clothing as we had escaped from our vessel nearly naked; about six o'clock next morning the 23rd September we went on deck, we saw that the vessel we were on board of† was injured from the accident of last night; in a short time we saw our own vessel at a great distance, and we knew her by seeing the stump of the broken mast; we also saw another vessel approaching us; in about half an hour she came up to us, and proved to be the "Princess Royal," she was hailed by our own captain, and as far as we could understand, he requested her to proceed to the "Ann," and made motion with his hands towards the direction of our unfortunate vessel; in the course of the day we perceived that the "Princess Royal" had got up to the "Ann." Our captain told us that as soon as the "Hampton's" injury had been repaired (her bowsprit and bulwarks having been carried away) that she would bear down to the "Ann" also, and at about five o'clock in the afternoon we came within hail of her and saw no person on board; the "Hampton" then shaped her course to the eastward; we remained on board the "Hampton" for five days, and when to the eastward of St. Paul's Island we fell in with the ship "William," Captain T. L. Stewart, bound to Quebec; we were put on board the "William," and arrived at Quebec on the 4th instant. We declare that we received the kindest attention from the captain and crew of the "Hampton," who administered to our wants, including several articles of clothing; and but for them we should have been wholly destitute of everything. We also state that Captain Stewart and crew of the "William" treated us with every possible kindness and attention.

We declare that neither Captain McFie or any of his officers and crew made the least exertion towards the preservation of the "Ann," and the passengers left on board at the time the collision took place; but as it appears to us, he and all belonging to the vessel sought their own safety without the slightest regard towards the preservation of the unfortunate passengers, who were abandoned to their fate in the night, and the vessel in a crippled condition; and it was not till the next day, as before stated, that Captain McFie took any steps towards the fate of his passengers. We are not aware whether any steps were taken by Captain McFie to ascertain whether his vessel was making water, but we firmly believe not, from the fact that his leaving the "Ann" immediately the vessels came together.

Further these deponents saith not, and hath signed.

his
PATRICK + HALVEY.
mark.
(Signed) EDMOND CARMODY.
JAMES GLEESON.

Sworn before me at the City of Quebec, this 5th day of October, 1848.
(Signed) R. SYMES.

Encl. 4 in No. 6.

Enclosure 4 in No. 6.

HUGH BRERETON, heretofore of Fairfield, county of Galway, in that part of the United Kingdom of Great Britain named Ireland, now in the city and district of Montreal, farmer, having been duly sworn upon the Holy Evangelist, deposeth and saith that—

I was a passenger on board the schooner "Ann," Captain McFie, which sailed from Limerick on the 17th of August last. Nothing important occurred until the night of the 22nd of September, when, having reached the Gulf of St. Lawrence, between 11 and 12 o'clock, we suffered a collision with the barque "Hampton," outward-bound. At this period the whole of the passengers, to the best of my knowledge, were in the steerage. When we heard the crash and the masts falling, we considered the ship was going to the bottom. I heard the cook say, "Damn you, lie quiet; there's no fear of you, all's right;" which words he uttered in consequence of a passenger asking him to be allowed to light a candle at his lantern, which the cook refused, putting out his own light at the same moment. He was standing on the main-hatchway, which otherwise, as well as the fore-hatchway, was covered with the wreck of the smashed boat, masts and rigging. He then went to the after-hatch,

---

* The "Ann" being, as we understand, not far from the island of Anticosti.—R. S., *J. P.*
† And which we found to be named the "Hampton."—R. S., *J. P.*

where the second mate was, and they spoke a few words to each other. At this time this hatch was nailed down by, it was believed by the other passengers and myself, the second mate. I feel certain that it was nailed down, because we heard the hammering; and when myself and another ascended the ladder we could not force it open; nor was it opened until I, with the assistance of a fellow-passenger, squeezed myself through an opening by the side of the hatch, where two boards had been missing for two days previously. When I got up I then, still with the assistance of the same fellow-passenger, Thomas Hannan, who pushed up from below, forced open the hatch by tearing it up; while this was happening, which altogether occupied but a few moments, the crew and some of the passengers, having ascended from the forecastle, were escaping on board the "Hampton."

I heard our own captain, when he was on board the strange vessel, say, "All come on board here," or words to that effect; but whether he used these words in reference to his crew or the passengers I cannot say. I went down immediately to hasten my father and family into the other ship to save their lives, and in the space of about 10 minutes I had them all on deck; but we were sadly disappointed when we found that the ship had removed from alongside, with our captain, sailors, and a few passengers, leaving us, viz., 104 souls, behind, to lament our fate, several of us being in the bows, loudly complaining to those in the other vessel, then parting, at being left to perish. At daylight I saw the "Hampton" about five miles off, and I believe anchored, especially as all her sails appeared to be close-reefed. She was to the windward of us; of this I am certain, as we all, in our anxiety, took particular notice of the direction of the wind, not knowing at the time that she was the vessel with which we had been in contact, but believing it to be one that might be likely to come to our assistance. The next object we saw was the brig "Hibernia," which came to us, when a conversation occurred between the captain and myself. He asked me what happened us, which I told him. He then asked where were our captain and crew. I told him that they had left us, and were then on board the vessel which struck us, and requested him, the captain of the "Hibernia," to assist us. He said he would to the utmost of his power. I asked if he would take us on board, to which he questioned whither we were bound. I said Quebec. He said he was outward-bound, but that another vessel, then in sight (which proved to be the "Princess Royal), and coming to us from the "Hampton," with the wind, was inward-bound, and would relieve us. "If it do not," he said, "I will, and will not leave you till I see you relieved," which he did not, but assisted with his boat, during five hours afterwards, the "Princess Royal" in taking us off. When the "Princess Royal" neared us the captain asked us a few questions, and then sent a boat to remove us, which was immediately followed by one from the "Hibernia." On different occasions of the boat of the "Princess Royal" coming to us, the men in her came on deck and one descended with me to the hold, and several of the crew, while we were on board of this vessel coming to Quebec, complained at various times that the captain would not let five of them bring up the "Ann," by which they would have saved our luggage, and earned salvage for ourselves.

I have myself carefully read over my foregoing statement, and do declare it to be, to the best of my knowledge and belief, true in every particular and without the least exaggeration.

(Signed) HUGH BRERETON.

Sworn before me, at Montreal aforesaid,
this twenty-first day of October, 1848.
(Signed) W. ERMATINGER, J. P.

Enclosure 5 in No. 6.

Encl. 5 in No. 6.

Emigration Department, Quebec.
November 8, 1848.

SIR,

I HAVE to acknowledge the receipt of your letter of yesterday directing that I should inform you, for the information of his Excellency, whether any information had been received of Captain McFie, of the schooner "Ann," referred to in the Emigrant Return No. 11.

In reply I have the honour to state that from the particulars received from the passengers who escaped on board the "Hampton," with the captain and crew, that on their being put on board the "William," bound for this port, they understood the captain's intention was to proceed to England in the former vessel, she being bound to Grangemouth. No further accounts have been received since of him that I can learn.

The only counter statement which has appeared is a letter from Captain Duguid of the ship "Princess Royal," which expresses a doubt as to the correctness of the statement made by the passengers on their first arrival here, as to the securing of the hatches.

As his Excellency may not have observed the correspondence which was published on this subject, I herewith enclose a slip which I have cut from the newspapers. With respect to that part of Captain Duguid's second letter stating that none of his crew offered to bring up the wreck to Quebec, I can only say that two of them distinctly declared in my presence that they had offered to do so, which is also confirmed by the affidavit of Hugh Brereton, and which subsequent events prove might have been done with perfect safety.

I have, &c.,

(Signed) A. C. BUCHANAN, Chief Agent.

Major Campbell, Civil Secretary,
&c. &c. &c.

BRITISH NORTH AMERICA. (No. 143.) No. 7.

No. 7.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Nov. 27, 1848.

MY LORD, (*Received December* 22, 1848.

I HAVE the honour to transmit herewith the Chief Emigrant Agent's Abstract Quarterly Return of Immigrants arrived at Quebec during the quarter ending 31st October, 1848.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 7.

ABSTRACT QUARTERLY RETURN (IMMIGRANTS).

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage Defrayed by		Number assisted out of Public Funds.	Total Amount paid.
					Male.	Fem.		Male.	Fem.		Parochial Funds.	Private Funds.		
Aug. Sept. Oct.	103	At sea. 56 In Quarantine. 7	6	4,320	1,615	1,515	Farmers, 551 Labourers, 779	4	112	226	67 By the Crown, 69	222	At Quebec, 2,164	Expenditure throughout the Province, £. 3,128 s. 4 d. 6
Totals	103	63	6	4,320	1,615	1,515	1,330	4	112	226	136	222	2,164	*3,128 4 6

	£.	s.	d.
*Transport	2,193	14	1
Provisions	196	0	8
Medical Aid	738	9	9
	3,128	4	6

31st day of October, 1848.

A. C. BUCHANAN,
Chief Immigration Agent for Canada.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of CANADA EAST, in the Quarter ended 31st October, 1848.

Articles.		Average Prices (in Sterling.)		
		£.	s.	d.
Bread, brown	per 6 lb. loaf	0	0	8
Butter	per lb.	0	0	8
Beef 4*d.*, Mutton 3*d.*, Fresh Pork 4*d.*	,,	0	0	3½
Coals	per chaldron	1	10	0
Candles	per lb.	0	0	7½
Cheese (American)	,,	0	0	6
Coffee, ground	,,	0	0	10
Eggs	per dozen	0	0	7
Fine Flour	per barrel, 196 lbs.	1	1	0
Fish (Dry Cod)	per cwt.	0	10	6
Fish (Wet ditto)	,,	0	8	0
Firewood	per cord	0	10	0
Herrings	per barrel	0	12	6
Milk, fresh	per quart	0	0	3
Oatmeal	per cwt.	0	12	0
Pepper	per lb.	0	0	8
Potatoes	per bushel	0	1	8
Rice	per lb.	0	0	3½
Soap, brown	,,	0	0	3
Sugar, brown	,,	0	0	4

Return showing the Average Retail Price of Provisions and Clothing, &c.—*continued.*

Articles.		Average Prices (in Sterling).
		£. s. d.
Salt, coarse	per cwt.	0 1 8
Tea, black	per lb.	0 2 0
Clothing, &c.		
Shirts, Cotton	per pair	0 4 6
Shirts, Flannel	,,	0 8 0
Shoes, strong for Men	,,	0 8 0
Ditto, dittto, for Women	,,	0 5 3
Blankets, common	,,	0 11 3
Cloth, broad for coats and trousers	per yard	0 10 0
Flannel for drawers, or women's petticoats	,,	0 1 1
Fustian for jackets and trousers	,,	0 1 6

A. C. Buchanan,
Chief Agent, Canada East.

Return showing the Average Wages of Mechanics and others in CANADA EAST for the three Months ended 31st October, 1848.

Trade or Calling.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	£. s. d.	s. d.	s. d.
Bread and Biscuit Bakers	3 0	..	..	3 6	2 6
Butchers	3 4	..	..	3 8	3 0
Brickmakers	4 3	..	..	4 6	3 0
Bricklayers	4 0	..	..	4 6	3 0
Blacksmiths	5 0	..	..	5 6	4 2
Curriers	4 6	..	..	5 0	3 4
Carpenters and Joiners	3 6	..	..	4 6	2 6
Cabinetmakers	4 0	..	..	5 0	3 0
Coopers	3 0	..	..	4 0	2 3
Carters	2 6	..	..	3 6	2 0
Cooks (women)	Engaged by the month, and found; 25*s.* and 17*s.* 6*d.*				
Combmakers	None employed here.				
Coppersmiths	4 9	..	..	5 6	4 0
Dairywomen	Engaged by the month, and found; 12*s.* and 8*s.*				
Dressmakers and Milliners	1 0	0 9	..	1 4	0 9
Farm Labourers	2 0	1 0	..	2 6	1 8
Gardeners	..	..	37 10 0	..	..
Grooms	Engaged by the month, at 35*s.* and 27*s.*, and found.				
Millwrights	6 0	..	..	7 6	5 0
Millers	4 0	..	..	5 0	3 9
Painters	3 0	..	..	4 0	2 3
Plasterers	3 0	..	..	4 0	2 3
Plumbers and Glaziers	3 6	..	..	4 3	3 0
Printers and Bookbinders	Engaged by the month, at 6*l.* 10*s.* and 5*l.* 10*s.*				
Quarrymen	2 6	..	..	3 6	2 0
Ropemakers	3 0	..	..	3 9	2 6
Sailmakers	4 0	..	..	5 0	3 9
Sawyers	2 9 or 4*s.* per 100 feet.				
Shepherds	None employed.				
Shipwrights and Boatbuilders	3 0	..	..	4 0	2 6
Shoemakers	3 4	..	..	3 9	2 6
Slaters and Shinglers	3 0 or 2*s.* 9*d.* per 1000 shingles.				
Stonecutters	4 0	..	..	5 0	3 9
Stonemasons	4 0	..	..	5 0	3 9
Tailors	3 9	..	..	4 6	2 10
Tanners	3 0	..	..	4 0	2 9
Tinsmiths	4 6	..	..	5 0	4 0
Wheelwrights	4 0	..	..	4 6	3 6
Whitesmiths	5 0	..	..	5 6	4 2

Charge, Board and Lodging for Mechanics, Labourers, &c., per Week, 15*s.* and 12*s.* 6*d.*

A. C. Buchanan, Chief Agent.

BRITISH NORTH AMERICA.

Questions.	*Answer.*
1. What funds have been placed at your disposal during the past quarter for the relief of immigrants?	The expenditure for the relief of immigrants during the past quarter amounted to 5370*l.* 13*s.* 7*d.*, a considerable part of this amount was incurred on the immigrants arrived during the quarter ending 31st July.
2. State the description of labour which is in request in the Colony.	The demand for labour in Canada continues to be limited. A general depression of the trading interests, together with a discontinuance of the expenditure maintained for some years past, in the construction of public works, have thrown out of present employment many artisans and mechanics, and a still larger number of common labourers. Some of these classes have turned to other means of living, or have sought employment elsewhere. But it will be perhaps some time before the extensive field for labour which has existed hitherto in Canada, becomes fully re-opened. The agricultural interests are in the meantime, however, in a healthy state; and the settlement and improvement of land, encouraged by fair prices for most kinds of produce, continue to be carried on extensively.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?	Answered by No. 2.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful.	

No. 8.

(No. 145.)

No. 8.

Copy of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 5, 1848.

MY LORD, (*Received December* 29, 1848.)

* Page 43.

IN reply to your Lordship's Despatch,* No. 296, of the 2nd November, enclosing a copy of a correspondence with the War Office on the subject of the payment of the tax levied on certain military pensioners who proceeded to Canada last year as emigrants, I have the honour to inform your Lordship that, on the receipt of your former Despatch, No. 141, of the 30th November, 1847, the propriety of exempting pensioners sent out under the authority of Her Majesty's Government from the emigrant tax was considered, and a provision to that effect accordingly inserted in the 17th section of the Act† passed at the beginning of the ensuing Session, 11 Vict., c. 1, of which a copy is enclosed herewith.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

No. 9.

(No. 146.)

No. 9.

Copy of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Answered Feb. 6, 1849, No. 325, page 51.

Government House, Montreal, Dec. 6, 1848.

MY LORD, (*Received December* 29, 1848.)

Sept 11.

Nov 11.

I HAVE the honour to transmit to your Lordship herewith copies of two applications which have been made on behalf of the owner of the barque "Lord Sandon" for remission of a penalty of 40*l.* imposed under the provincial enactment of the 23rd March, 1848, for not having on board a certified list of his passengers. The applicants furnish a letter from the Customs' authorities of Cork, stating that the "Lord Sandon" cleared with 16 passengers, which number it appears would place the ship without the requirement of taking a

† For this Act, *vide* page 23 of Papers, North American Emigration, presented by Command to both Houses of Parliament, April, 1848.

passenger list, as provided for by the 18th section of the Imperial Act, 11 Vic., c. 6, the ship's tonnage being 407; but it appears, and it is admitted in the petition of the master, dated 11th September, that he took on board at Cork one cabin and 20 steerage passengers, thus exceeding by four passengers the number which a vessel of the tonnage of the "Lord Sandon" could carry without a passenger list. Under these circumstances the applications have been refused, on the ground that the remission prayed for would have the effect of establishing a dangerous precedent; and the Committee of the Executive Council have concurred in the recommendation of the officer in charge of the Customs' Department in this province that the discrepancy in the number of passengers cleared at Cork and the number actually taken on board should be brought under your Lordship's notice, with a view to its being inquired into by the Colonial Land and Emigration Commissioners; for though, in the present instance, the case is not important, it may tend to show the imperfection of the regulations established for the protection of so vast an interest.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 9. Encl. 1 in No. 9.

To His Excellency the Right Honourable James Bruce, Earl of Elgin and Kincardine, Captain-General and Governor-in-Chief of Her Majesty's provinces of Canada, &c., &c.

The Petition of Henry Bowman, Master and Commander of the barque "Lord Sandon,"

HUMBLY SHOWETH,

THAT your petitioner received on board of his vessel at Cork, 20 steerage passengers, and one cabin passenger, for Quebec; that the broker and owner of the said barque did not furnish him with a passengers' list, not deeming it necessary to do so owing to the small number of passengers received on board the said vessel.

That on the 20th July last they set sail from Cork, and at about 5 o'clock in the morning of Saturday, the 9th instant, the ship anchored at Grosse Isle, and that after landing the passengers, the ship being clean, and the passengers clean, they were again put on board the vessel, and at 8 o'clock, P.M., of the same day, they left Grosse Isle for Quebec, where they arrived next morning at 4 o'clock, and at 8 o'clock the boarding officer came on board.

That the collector of Her Majesty's customs has demanded of your petitioner the sum of 60*l.*, of which 40*l.* was for not having brought a passengers' list, and 10*l.* extra for not having arrived in time to make an entry at the Customs on or before the 10th instant, the time at which the increase of head-money is charged.

That if your petitioner had had a list, and had reported on the 9th instant, he would have been obliged to pay but 10*l.*

Wherefore your petitioner humbly prays that your Excellency will give this matter your favourable consideration, and cause the extra amount of 50*l.* to be remitted, as the want of the passengers' list in this case, where so few passengers were received on board, can only be attributed to the owner not being aware that the law required it, and in consideration of his having arrived at Quebec on the morning of the 10th instant.

And as in duty bound your petitioner will ever pray.

(Signed) HENRY BOWMAN.
By ARCHIBALD CAMPBELL, his Agent.

Quebec, September 11, 1848.

Enclosure 2 in No. 9. Encl. 2 in No. 9.

SIR, Custom House, Quebec, Nov. 11, 1848.

I HAVE the honour to transmit herewith a letter and its enclosure from Messrs. Le Mesurier, Tilstone, and Co., of this city, agents for the ship "Lord Sandon," upon which vessel a fine of 40*l.* was levied in consequence of not having a certified list of passengers under the Imperial Act, and whose application for relief was disallowed by the Report of Council, dated 20th September last.

As the letter from the Collector and Comptroller of Cork establishes the fact that the "Lord Sandon" was properly cleared at that port, the number of passengers taken on board not requiring a certified list, there would appear to be now no legal objections to the fine levied being remitted should authority be given to that effect.

I have, &c.,

(Signed) H. JESSOPP, Collector.

J. M. Dunscomb, Esq.,
Commissioner of Customs, Montreal.

BRITISH NORTH AMERICA.

SIR, Quebec, November 10, 1848.

ENCLOSED we beg to hand you a letter from the Collector and Comptroller of Her Majesty's Customs at Cork relative to the passengers per "Lord Sandon," and we trust the explanation they give will be found so satisfactory that you will no longer hesitate to return us the 40*l.* penalty which you exacted from the master, whose agent we are.

Should you not have the power of remitting the fine we shall thank you to obtain the consent of the Executive Government to its remission.

We are, &c.

(Signed) LEMESURIER, TILSTON, & Co.

Henry Jessopp, Esq.,
Collector of Her Majesty's Customs, Quebec.

GENTLEMEN, Custom House, Cork, Oct. 7, 1848.

WITH reference to your letter of the 5th instant we have to acquaint you that the vessel "Lord Sandon" having cleared for 16 passengers on the 18th July from this port for Quebec, was exempt from the provisions of the Passenger Acts, the number of passengers not bearing a greater proportion to the registered tonnage than that of one passenger to every 25 ons (the tonnage of the "Lord Sandon" being 407), as provided for by the 18th section of the Act 11 Vict., cap. 6, passed the 28th March, 1848.

We are, &c.,

(Signed) J. J. TROY, Collector.
LANDEL, Comptroller.

Messrs. Deares Brothers,
Cork.

No. 10.

(No. 147.) No. 10.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 13, 1848.

MY LORD, (*Received January* 4, 1849.)

* Page 49.

REFERRING to your Lordship's Despatch, No. 297,* of the 9th ultimo, enclosing a representation from Mr. Monsell, M.P., that there had been too much severity in carrying into effect the provisions of the Canadian Emigrant Act in the case of the two vessels, "Jane Black" and "Governor," I have the honour to inform your Lordship that, prior to the receipt of your Despatch, the additional rate of tax levied in the first instance by the collector of Customs at Quebec was directed to be remitted upon a petition from the parties interested.

I herewith enclose, for your Lordship's information, extracts from the minutes of the Executive Council, showing the grounds upon which this decision was come to.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 10.

Enclosure in No. 10.

EXTRACT from MINUTE of COUNCIL, dated September 20, 1848.

ALTHOUGH it might be contended that a ship cannot be considered as having arrived in the Port of Quebec until she has been entered in the Custom-house, yet the Committee of Council are humbly of opinion that a liberal construction should be put on the statute, and that a ship arrived at Grosse Isle before the 11th instant, though entered at the Custom-house only on that day, should be considered as having arrived in the Port of Quebec in due time, so as not to be subjected to the payment of the additional duty, the more so as the quarantine station at Grosse Isle is within the limits of the Port of Quebec as defined by law.

The Committee, therefore, under the circumstances of the case, respectfully advise that the petitioners be remitted the said additional rate or duty of 10*s.* paid by them respectively, and that the collector of Customs be, at the same time, instructed not to exact the said additional duty from any other ship or vessel which might be similarly situated.

(No. 151.) No. 11.

BRITISH NORTH AMERICA
No. 11.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 20, 1848.
(*Received January* 10, 1849.)

Answered 24 Jan. No. 315, page 51.

MY LORD,

I HAVE the honour to transmit herewith the copy of an improved Minute of Council with a memorandum by the Inspector-General on Immigration and Public Works connected therewith, in which various suggestions are made as to the best mode of promoting colonization and the settlement of immigrants from Great Britain and Ireland within this province.

Considerable efforts, as your Lordship will observe, have been made by the Government and the municipal bodies, as well as by enterprising associations and individuals, to develop the resources of the province and to extend the area for the employment of British labour. These efforts are, however, hampered by the check which has been given to colonial credit, chiefly through the withdrawal of the protection which colonial produce formerly enjoyed in the British markets. It will be for your Lordship to consider, whether means may not be taken by the intervention of the Imperial Government or otherwise, to encourage the introduction of capital into the province for the execution of those great works, which afford the only practicable means of absorbing a large pauper immigration, and which, in a country so rapidly advancing in wealth and population, cannot fail to prove remunerative when a reasonable degree of prudence is exhibited in selecting them and carrying them out.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 11.

Encl. 1 in No. 11.

EXTRACT of a REPORT of the EXECUTIVE COUNCIL, dated 20th December, 1848, approved by his Excellency the Governor-General on the same day.

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, a memorandum from the Hon. the Inspector-General on immigration and on public works connected therewith, in which various suggestions are made as to the best mode of promoting colonization. The Committee of Council concur in the opinion expressed by the Inspector-General, that loans might safely be made, on certain conditions, to Commissioners incorporated under the authority of the Provincial Parliament for the construction of the public works referred to in the memorandum. The Committee of Council are further of opinion, that in case the Imperial Government should see fit to obtain the money required for the completion of these works, it would be expedient to recommend to Parliament, the special appropriation of the proceeds of the sales of public lands to the redemption of the debt so created; and the Committee of Council entertain no doubt that the public lands would afford ample security for such a loan.

(Certified,)
J. JOSEPH, C. E.

Enclosure 2 in No. 11.

Encl. 2 in No. 11.

MEMORANDUM on IMMIGRATION and on PUBLIC WORKS as connected therewith.

THIS memorandum is based on the following assumptions:—

1st. That the mother country contains a redundant population which it is her interest to have removed to a country where, under a system of free commercial intercourse, the products of the soil will be exchanged for British manufactures.

2nd. That the British province of Canada containing, as it does, immense tracts of waste land susceptible of profitable cultivation, is deeply interested in facilitating, by every means in its power, the immigration of an industrious population.

3rd. That it is possible to procure English capital to promote colonization through the instrumentality either of the Imperial Government or of associations of individuals in England.

I do not propose to enlarge here on the importance to the mother country of finding means of disposing of her redundant population. It is quite evident from the opinions expressed in Earl Grey's Despatch of the 1st of April, 1847, and by influential statesmen of all parties during the various parliamentary discussions, as well as from the number of colonization schemes which have been suggested by parties assuming to speak the sentiments of the landed

BRITISH NORTH AMERICA.

proprietors, that public attention in England has been sufficiently directed to the subject, and that all that is necessary in order to obtain valuable co-operation is the presentation of some feasible plan of securing an adequate return for the capital which may be required. I confess I do not think that the great value to the mother country of colonization, as contrasted with mere emigration, has been sufficiently pressed upon public attention in England. The landed proprietors, though most anxious to promote the emigration of their pauper tenants, have, comparatively speaking, but little interest in their place of settlement, and the manufacturing and mercantile classes do not seem to have given the subject much consideration. It is indeed to be regretted, that a feeling seems to prevail very extensively amongst these classes, that the colonies are a burthen and source of expense to the mother country. For many years back the tide of emigration has set strongly towards the United States, where the immigrants find a homogeneous people, ready employment at good wages, a salubrious climate, and abundance of fertile land at a moderate price. While such advantages are held out by the United States, it can scarcely be expected, even if it were desirable, that any sensible diversion of the emigration should take place. It is however important, that the Imperial Government and the British public should not under-estimate the advantages of colonization as compared with emigration.

I have assumed that the mother country is interested, not only in getting rid of a redundant population, but in securing a more extensive market for her manufactures. The commercial policy of the United States is thoroughly protective. The duties imposed on British manufactures under what is strangely termed a free trade tariff are 30 per cent. *ad valorem*, and as all charges are added to the invoice value, the real protection is at least 32½ per cent. in addition to the various expenses attending transportation across the Atlantic. The protectionist party, which has lately succeeded in electing the President, have complained most bitterly of this tariff, highly protective as it must be admitted to be, and the exponents of their opinions are strong advocates of prohibitory duties. The annual value of the products of the United States is estimated by Mr. Walker, Secretary of the United States Treasury, at three thousand millions of dollars, of which one hundred and fifty millions are exported, while the interchange of products between the different States is estimated at five hundred millions of dollars. The policy of the United States is to confine their commerce as much as possible to themselves, and hence, it follows, that emigrants to that country become consumers of the domestic manufactures of the United States instead of those of Britain. Canada, on the other hand, is so situated, that she must persevere in a free trade policy, the effect of which must be that her people will be extensive consumers of British manufactures. At present, the average consumption of British manufactures in the United States does not exceed three dollars per head of the population, while in Canada it may safely be estimated at eight dollars. Surely this fact ought to convince the British manufacturing interest of the importance of encouraging emigration to Canada in preference to the United States.

If I have felt it unnecessary to enlarge on the importance of emigration to the mother country, I need scarcely dwell on the great advantages which would accrue to Canada from the emigration of the really industrious classes of the population of the United Kingdom. It is much to be regretted, that of late years, especially since the introduction of the poor-rate system into Ireland, sufficient care has not been taken to prevent the emigration of a class of paupers who are unable, either from age or bodily infirmity, to labour for their support. Those charged with the administration of the Poor Laws are naturally anxious to relieve themselves of the burden of supporting such persons, and have, in numerous instances, paid their passages, leaving them to undergo the fate of paupers in a strange land. The influx of emigrants unable to labour has had a tendency to check the strong feeling in favour of immigration, which would universally prevail in Canada if greater care were taken to prevent the emigration of any but healthy and able-bodied men and women. It has been found necessary to make stringent provisions in a late Act of the Provincial Parliament for preventing the destitute emigrants becoming a burden upon the colony, and even with all these provisions, the expenses of the department will exceed the amount of the immigrant tax. It is proper that I should state my conviction that the character of the emigration of the present year has been, on the whole, much superior to what it was in the years preceding. I have referred to this subject, because many labour under the erroneous impression, that in passing the Act to which I have referred, the Provincial Legislature was actuated by a desire to check immigration into Canada.

I proceed to consider the feasibility of adopting a plan by which immigration to Canada can be promoted by means of British capital, to be obtained through the instrumentality of the Imperial Government or of individuals. The great disadvantage under which Canada labours arises from the want of the capital required to construct these public works, which have become almost indispensable as auxiliaries to the canals in securing the western trade.

The capital which has been invested in railroads and other public works in the United States has been obtained to a great extent in England, where most assuredly, whatever may be the cause, a preference has always been given to American over Canadian securities. But the resources of the people of the United States are, of course, much greater than in Canada. One of the results of the protective system has been that capital has been accumulated in the Atlantic cities, and that to a considerable extent it has been made available for commercial enterprises. In Canada the increase of wealth has been very rapid, but as the effect of the colonial system has been to encourage agriculture, it has been much more generally distributed, and the acquired capital has been invested in fixed property or in stock. As an evidence of the great increase of wealth in Upper Canada, I may cite the following fact. In the 10 years, from 1827 to 1837, the number of acres of cleared land increased from 662,607 to 1,383,046,

and in the 10 years ending in 1847 to 2,673,698. The money price generally paid for clearing and fencing land is 10 dollars per acre, and I think therefore it may be fairly estimated that capital and labour were invested in cleared land in Upper Canada to the amount which at that price this land would be worth. Taking this calculation as a fair one, the increase in the wealth of Upper Canada in cleared land would be 1,801,097*l.* during the 10 years ending in 1837, and 2,673,698*l.* in the 10 years ending in 1847. But besides this great increase of wealth among the people of Upper Canada from the clearing of land, there has been a proportionate increase in the number of houses, mills, and in stock of various kinds, and also a very large amount must have been expended in the purchase of waste lands. It is not that capital has not been accumulated in Canada, but that the savings of an agricultural population have been expended in fixed property and stock, instead of in those commercial enterprises in which the savings of other classes are more generally invested. One of the consequences of the want of capital to which I have adverted has been, that the Legislature has been under the necessity of undertaking a series of important public works on the credit of the province, and has thus contracted a debt which, though not by any means so large as to afford ground for serious embarrassment, is nevertheless sufficiently so to render it inexpedient that it should embark at present in any further speculations. It must be borne in mind that the most important of these works, viz., the great chain of ship canals, comprising the Welland, Cornwall, Beauharnois, and Lachine, were undertaken with the view of securing to the St. Lawrence the carrying trade of the Western States. When the construction of these canals was undertaken the colonial system was in full operation, and no doubt existed then, nor can any exist now, that had that system remained in force the canals would ere this have yielded a considerable revenue; and even under the altered circumstances which now exist there is no just cause for despondency. It is not doubted by those who have the best means of information, and who are themselves engaged in the carrying trade, that so soon as the Navigation Laws have been repealed the superior cheapness of transit, and the much greater rapidity with which produce can be conveyed through our inland waters, will more than compensate for the disadvantage under which our shipping ports labour as compared with the Atlantic cities of the United States. It is confidently believed by many, whose opinions on such subjects are entitled to great weight, that not only will the revenues of these canals be sufficient to relieve the province of its entire debt, but that at no very remote period the whole expenses of the Government may be defrayed from tolls levied chiefly from foreigners, and that the duties now levied on imports may be altogether repealed.

The figures stand thus in the original.

I am far from wishing it to be understood that my own expectations are so sanguine, but when I witness the immense traffic on the Erie Canal, and know that its projectors were generally considered most extravagant in their ideas, although they themselves never ventured to speculate on such a result as has actually taken place, I confess that I should hesitate to declare myself one of those who have no confidence in the canals as a source of immense revenue hereafter. At present, however, the public works generally are only to be relied on as furnishing a very small portion of the revenue, and as even were the most sanguine expectations of their productiveness to be realized, the faith of the province is pledged to provide a sinking fund for the redemption of the debt guaranteed by the Imperial Parliament, I am clearly of opinion that the Canadian Legislature ought not, under existing circumstances, to undertake new works of any great magnitude.

It remains then to be considered whether any plan can be devised for facilitating immigration by providing a market for labour. I have already stated that the tendency among an agricultural population is to invest their capital in land, and I have cited facts in order to illustrate the extent to which this investment has actually taken place in Upper Canada. I am aware that an opinion prevails extensively in England that the best policy to be pursued in the disposition of the public lands is to charge a high price, and to employ the proceeds in improving the communications. Without entering into a discussion, which would be wholly irrelevant, as to the expediency of adopting such a system in other colonies, I may express my conviction that it cannot be carried out in Canada where the Government would be exposed to competition with the United States, in which country the public lands are sold at very moderate prices, and also with the land companies and private individuals. While I do not think it possible to charge very high prices for land, I would be far from advocating a general system of free grants. I think, however, that on a moderate scale free grants can be made conducive to immigration, as well as beneficial to the land revenue. The province is in possession of immense tracts of wild land, which are at present unproductive. By opening roads and making free grants of 50 acres to each actual settler, the value of the tract is at once greatly increased, while by the removal to the new settlement of a portion of the population, room is made for the immigrants, who are themselves unable from want of means to avail themselves of the privilege afforded to them by the free grant system. Here then is one mode of providing a market for immigrant labour. The capital saved by the agricultural population, and which always has been and probably for a very long time always will be invested in land, is directed to a spot where its employment will add to the value of the public domain, thus rendering it available as a good security for borrowed capital, while, at the same time, a large quantity of labour is taken from the market, which can only be supplied by the immigrants. This system of free grants, though by many believed to be improvident, is just such a one as would be adopted by any extensive landowner. My belief is, that there is hardly an individual owner of a 200 acre lot, situated in the new settlements, who would not make a free grant of 50 acres to any industrious settler who would undertake to improve it, justly calculating that he would realize more on the remaining 150 acres, owing to the improvements of the settler, than he could by allowing the whole 200 acres to remain a wilderness for an indefinite period. I need

BRITISH NORTH AMERICA.

not point out that the province has opportunities of carrying out such a system with advantage, which no private individual can have.

The next mode by which I think that labour can be employed is by the construction of public works. These are of two kinds—those which may be considered as rather of a local character, such as macadamized and plank roads, bridges, harbours, &c., and those of a more general description, such as railroads and canals.

There is now, I think, a widely prevailing opinion that the Provincial Government has erred in constructing works of a strictly local character. At all events no doubt can exist that great dissatisfaction prevails among the people in the less-favoured localities, at what they justly consider the partiality of the Legislature. And yet it was expected that all the works which have been undertaken would at least pay the interest of the money expended on them. Had such been the result no just cause for jealousy would have existed, and the system might have been adhered to or abandoned, as circumstances might have pointed out, without injustice to any section of the population. But as these works have turned out unproductive in point of revenue, while they have been of the greatest advantage to the several localities in which they are situated, intense dissatisfaction prevails in those districts which have been neglected, and the inhabitants of which have to bear their share of the charge on the general revenue without in any degree benefiting by the works. This dissatisfaction has led to further parliamentary grants for local works, thereby increasing the embarrassments of the Government, without, in any sensible degree, removing the discontent of the people at large. I feel persuaded that an end must be put to these local grants, but as it is of great importance in every view of the subject, whether as a means of employing labour profitably, or of opening up new settlements, or of improving existing communications, that local works should be prosecuted, I am of opinion that the Government should endeavour to relieve itself of the charge of all strictly local works, by handing them over to the municipal bodies upon conditions to be agreed upon, and that express legislative provision should be made with a view to establish the credit of the various municipal bodies, and to enable them to borrow money on the security of a direct tax sufficient to meet the interest of the debt and to provide a sinking fund for its redemption. Such provisions will be embodied in the Municipal and Assessment Bills for Upper Canada, where municipal institutions are in successful operation. In Lower Canada, owing in a great degree, as I believe, to a defective system, these institutions have hardly become so well established as to encourage a hope that they can be speedily worked with a view to the object at which I have just pointed. In Upper Canada the people are already taxed for local purposes through the District Councils to the extent of about 75,000*l.* per annum, and they would, I am inclined to think, most cheerfully pay higher taxes for improvements calculated to benefit the localities. In the prosecution of these improvements, which will be undertaken either out of the resources of the inhabitants of these localities themselves, or by means of loans raised on their credit, there will be a very considerable demand for immigrant labour.

I proceed now to consider the mode of providing for the construction of works of a more general and important character, such as railroads and canals. I have explained, I trust, with sufficient clearness, that however willing the Provincial Legislature might be to facilitate the construction of such works, it would not be justified, under existing circumstance, in pledging the Revenue to any further extent. That Revenue will not, for some years at all events, be more than adequate to meet the necessary annual expenditure and the interest of the debt, and to provide for the sinking fund, which has been specially appropriated to the redemption of that portion of the debt guaranteed by the Imperial Parliament. But though, for the reasons just stated, the province may be compelled to confine its efforts to the completion of the great line of ship canals, in the success of which it is so deeply interested, several works of great importance have been projected, for some of which Acts of Incorporation have been obtained, under which operations have been commenced. The only Canadian railroad that has yet been fairly tested, is that which connects the St. Lawrence with Lake Champlain, and it is gratifying to be able to state that it has been most successful, the dividends having been equal to those generally paid in the United States. The railroad between Montreal and Lachine has also been completed, but the shortness of the line (nine miles) and the heavy expense to which the Company was subjected for property at the terminus has been against it. Its profits however, during the first year, were, I have been given to understand, equal to about 3 per cent. on the expenditure. The Montreal and Portland railroal has been commenced and has been completed as far as St. Hyacinthe, a distance of about 30 miles. This is a work of the greatest provincial importance, as it will open an extensive market for western produce, all of which will pay toll on the canals. In connection with this work may be mentioned the branch line from Quebec to Sherbrooke, which, should the railroad between Halifax and Quebec be constructed, would be almost indispensable. The improvement of the Quebec Harbour is the next work to which I would direct attention. The opening of the St. Lawrence canals is likely to cause a considerable increase of trade to Quebec, and docks and wharves are much required. The harbour of Montreal was improved some years ago by means of a loan raised through Commissioners appointed by Government for the purpose, and it is satisfactory to be able to state that the revenues have been amply sufficient to meet the interest. Quebec would be one of the most important points at which public works could be undertaken. Immigrants would be able to find immediate employment on landing, and would soon earn sufficient to enable them to proceed westward if so inclined. A canal has been projected to connect the St. Lawrence with Lake Champlain, the locks to be of the same dimensions as those on the St. Lawrence Canals. It is confidently asserted that this work will be undertaken by a Company under an Act of Incorporation—its importance would be very great.

Like the Portland Railroad, it would open an immense market for western produce, all of which would pass through the provincial canals. It is proposed to continue the railroad, now terminating at Lachine, to Granville on the Ottawa. This also would be a work of very considerable importance, connecting, as it would, the capital of the province with the extensive territory of the Ottawa, which is being settled with great rapidity.

The works to which I have referred are those which have been commenced or projected in Lower Canada. I have not mentioned the Halifax and Quebec Railroad, looking on that as a great national work, which must be considered separately, and not in the light of a mercantile speculation. In Upper Canada the work of the most considerable importance is the Great Western Railroad, which is intended to connect the Great Eastern and Western Railroads in the States of New York and Michigan, at the Suspension Bridge, near the Falls of Niagara. This railroad would pass through one of the most fertile regions of North America, and there can be no reasonable doubt that it would be very productive. A Company has likewise been incorporated to construct a railroad between Toronto and Lake Huron, which would connect the old capital of Upper Canada, now a city with nearly 25,000 inhabitants, with Lake Huron. The cost of these works may be estimated at the round sum of 3,500,000*l.* sterling. Great expectations are entertained with regard to their productiveness, and there can be no doubt that the construction of all or any of them would lead to the employment of a considerable amount of immigrant labour. It is believed that, with reasonable encouragement, several of these works might be completed. The question for consideration is how loans might be made with perfect security to the capitalist. I think that if parties in England, who are friendly to emigration, would make exertions to obtain the requisite capital, it might, with perfect safety, be lent at 6 per cent. to Companies incorporated by the Legislature for the construction of any of the works to which I have referred, provided such Company should have raised and expended on the respective works one-half of the amount required to complete them. The interest on the debentures of such Companies being a preferential claim, the capitalist would be secure of receiving 6 per cent., if the profit on the capital expended should be 3 per cent. The profits on the American lines, and on the St. Lawrence and Champlain Railroad in Canada, have been from 7 to 10 per cent. It appears clear, therefore, that the furtherance of an extensive scheme of colonization may safely be combined with the profitable investment of capital. The money to be expended on the works being double the amount of the proposed loan, the employment of labour would be very considerable, and the rate of wages in Canada being high, the labourers would be able to save a sufficient sum during the progress of the works to enable them to become settlers on the land.

It remains to be considered finally, whether any means exist of inducing Her Majesty's Imperial Government to aid in the construction of the works to which I have referred. The Despatch from Earl Grey to the Earl of Elgin and Kincardine, dated 1st April, 1847, affords ground for hope, that with a view of promoting colonization aid might be extended. In this Despatch his Lordship says, "I am of opinion that the mode in which colonization may, with most prospect of success, be promoted, is by the application of any money which may be hereafter granted or advanced by Parliament for this purpose, in opening land for settlement, by making such improvements as I have described, or by constructing public works of a more important character, such as railroads or canals." His Lordship further declared in the same Despatch, that if a practicable scheme could be devised for facilitating the employment of immigrant labour, "Her Majesty's servants will not be slow to propose, nor judging from the opinions generally expressed, would Parliament be slow to sanction, the employment of the pecuniary resources of this country in furtherance of such an object."

It is respectfully submitted that loans might be made with perfect safety, and without any risk of charge on the Imperial Treasury, to companies incorporated for the construction of the works above described, and which should have completed from their own resources one half of such works.

I have already stated the reasons which compel the provincial Government to decline placing any fresh charge on the Consolidated Revenue Fund. The province has undertaken the construction of a line of ship canals, unsurpassed probably by any in the world. These canals are not fully completed, and are as yet unproductive. They were commenced long prior to the change in the commercial policy of the empire, and with the expectation, that under the protective system then in force, the products of the west would be carried to England *viâ* the St. Lawrence. A large debt having been incurred for the construction of these works, a portion of which has been guaranteed by the Imperial Parliament, it is not deemed prudent to place any considerable charge on the Consolidated Revenue Fund at present. A mode, however, exists, by which the province can evince the sincerity of its belief in the eligibility of these works as a security for loans. It is proposed to provide by legislative enactment next Session, for the creation of an efficient sinking fund for the redemption of the present debt, including, of course, the Imperial guaranteed loan. I have full confidence that the revenue of the province under the new tariff will be amply sufficient for this object, and for meeting all other charges on the Consolidated Revenue Fund.

It is further proposed to capitalize the funds arising from the sale of Crown lands, as has been done with regard to the clergy reserves, and to devote the interest accruing from the investments, to educational and other purposes. These funds could not be more advantageously invested than in such securities as the debentures of the Companies incorporated for the construction of the works which I have described. And I therefore conceive if Her Majesty's Government would obtain the money required, the Crown lands would afford a perfectly reliable guarantee for the proposed advance. It is, of course, difficult to estimate the value of waste lands, and even more difficult to calculate when they will be sold. A few facts, however,

BRITISH NORTH AMERICA.

may be stated with reference to the subject. It has been hitherto impossible to make the proceeds of the lands available for investment, owing to the claims of the U. E. loyalists and militia-men, which having been converted into land scrip receivable in payment of all Crown lands, absorbed the whole amount of the sales. During the last four years, claims to the extent of 220,000*l.* have been settled by means of this scrip. This amount would, of course, have been available for investment, but for the existence of these claims. The scrip issued has now been very nearly all paid in, and the outstanding claims, which are of no great magnitude, will be very speedily extinguished. The whole quantity of clergy reserve lands was 2,395,687 acres, of this little more than one-third has been sold, and it has produced upwards of 600,000*l.*, all of which is now bearing interest. The public domain consists of about 200,000,000 of acres. In making a rough estimate of its value, I only take into account such of the unsurveyed lands in Lower Canada as are within 15 miles of the seigneuries and townships; and in Upper Canada, the lands in the Huron territority, and on the Ottawa. This may be estimated at 16,000,000 acres, a million of which is valuable land. The remainder is all estimated at less than 2*s.* 6*d.* per acre. I think that these lands may very fairly be considered as likely to produce 2,000,000*l.* Their value would be increased materially by the construction of public works in the province, and they would afford the means of providing an efficient sinking fund for the repayment of any loan raised by the Imperial Government. To that purpose they might specially be devoted by Act of Parliament. I have not ventured to suggest in this memorandum any plan of promoting immigration, which would involve the Imperial Government in expense.

I have pointed out, first, a mode by which the province is able, through means of its waste lands, to provide for the employment of a great amount of labour.

2nd. I have shown that the contemplated measures of next Session, for improving the municipal institutions, and the system of assessing property in Upper Canada will have the effect of stimulating the local corporations to effect improvements either from their own resources, or by obtaining loans on the security of taxes, the payment of which will be enforced by the laws of the province.

3rd. I have suggested that to facilitate the construction of certain large and important works of provincial importance, loans might be made by English capitalists with perfect safety to such Companies as should have expended from their own resources one-half the amount required to complete the respective works.

And finally, I have suggested that Her Majesty's Government might be induced to promote the construction of these works, in order to facilitate the employment of immigrant labour; in which case, in addition to the security of the works themselves, the proceeds of the public lands of the province might be specially appropriated to form a sinking fund for the redemption of the debt. All which is humbly submitted for the consideration of his Excellency the Governor-General.

No. 12.

(No. 154.)

No. 12.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, Dec. 25, 1848.

My Lord, (*Received January* 23, 1849.)

I have the honour to transmit herewith 176 returns of vessels arrived at the port of Quebec with emigrants during the season of 1848; together with a copy of a letter accompanying them from the Chief Emigrant Agent.

Dec. 22.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 12.

Enclosure in No. 12.

Emigration Department, Montreal,
December 22, 1848.

Sir,

I have the honour herewith to transmit * 176 returns of vessels which arrived from the United Kingdom during the season of 1848, who had on board 20 adult passengers and upwards.

The number of steerage passengers brought out in these vessels was 24,313, and there arrived by 70 other vessels, having less than 20 passengers on board, a further number of 608 persons: making the total steerage emigration from the United Kingdom 24,921 souls.

On examination of these returns it will be found that several vessels, chiefly from the port of Limerick, had a small excess over their legal complement; on examination into the cause of the excess it was found in almost every instance to have arisen owing to persons having secreted themselves on board, who were not discovered until after the vessel had put to sea.

By the 4th clause of the Provincial Act for all passengers whose names are not entered on

---

* The returns themselves being very voluminous are not printed.

the list of clearance at the port of departure, the master has to pay a duty of 40*s.* each, which rate was in all these cases duly exacted. I was in consequence dissuaded from entering further proceedings, as there was but little probability under the circumstances that a conviction would be obtained.

I have, &c.,
(Signed) A. C. Buchanan, Chief Agent.

Major Campbell, Civil Secretary,
&c. &c. &c.

(No. 11.) No. 13. No. 13.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, Jan. 17, 1849.
My Lord, (*Received February* 5, 1849.)

I have the honour to transmit herewith the Report of the Chief Agent of Emigration for the year 1848, with a copy of an approved Minute of the Executive Council, embodying the views of the Provincial Government on this important subject, to which I beg to call your Lordship's particular attention.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 13. Encl. 1 in No. 13.

Report on the Emigration to Canada, 1848.

Office of Her Majesty's Chief Agent for the Superintendence
My Lord, of Emigration to Canada, Quebec, Dec. 20, 1848.

I have the honour to submit, for the information of Her Majesty's Government, my Annual Report, relating to the emigration to this province during the season of 1848. The usual statistical tables, containing the fullest information, under distinct heads, will be found in the Appendix.

Table No. 1 presents a review of the season's emigration, showing the arrivals by sea from each country, the number embarked, the deaths on the passage and in quarantine, and distinguishing males and females, adults and children.

From this Table it will appear that the total number of souls embarked as steerage passengers was 26,639, and the births on the passage 59, giving a total of 26,698. The deaths on the passage were 273, and those in quarantine were 112, making the total mortality 385, and leaving the number of emigrants from the United Kingdom and the Continent landed in the province 26,313. In addition to this number there were 820 persons who arrived from New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; and, further, there may be added 806 persons who were classed as cabin passengers; giving as the total number of persons arrived in the colony 27,939. This immigration is nearly equal to the average of the 18 years preceding 1847; but, compared with the arrivals of that year, shows a decrease amounting to 61,515 souls.

The emigration of 1848, so far as health and condition are concerned, bears a most favourable comparison with that of 1847. The deaths on the passage, which were 273, amount to a little more than one per cent. on the whole number embarked. Those which occurred at the Quarantine Hospital at Grosse Isle were 112—0·35 per cent.; making the total mortality amount to a proportion of 1·35 on every 100 souls embarked,—a per centage very much less than that suffered in 1847.

The number of adult persons comprehended by the emigration embarked was, males, 9980; females, 7740; total, 17,720. The mortality among the same class on the passage was, males, 57, and females, 43; total, 100: equal to 0·56 per cent.

The mortality in quarantine was, males, 47; females, 29; total, 76: equal to 0·40 per cent. on the reduced number. The total mortality amongst the adults at sea and in quarantine was 176, equal to 1 per cent. nearly.

The number of children under 14 years and infants embarked is as follows, viz., male children, 4015; female, 3724; infants of both sexes, 1180. The births at sea were 59, making the total number of children 8978; of these there died at sea altogether 173, being in the proportion of 1·93 per cent. Of the remainder there died in quarantine 36, being 0·40 per cent. The whole mortality under 14 years was 209, or 2·33 per cent.

In addition to the abstract which is here referred to, the Appendix will be found to contain, in No. 2, a return of the same passenger ships, showing the number of vessels from each port and country, the total number of emigrants from each port, with the deaths on the passage and in quarantine.

As in former years, the emigrants from the port of Liverpool prove to be nearly altogether

BRITISH NORTH AMERICA.

Irish, and I conceive it proper to rank this port accordingly rather with Ireland than England, when considering the mortality with reference to the respective countries of the emigration. The deaths on the passage and in quarantine from among 3990 emigrants from England, exclusively of Liverpool, were 24, equal to 0·6 per cent. Those among 18,397 from Ireland, including Liverpool, were 329, equal to 1·79 per cent. Those on 2893 from Scotland were 11, equal to 0·4 per cent. Those on 1416 from continental ports were 21, equal to 1·5 per cent. It will be observed that Cork and Limerick, among the Irish ports, and Liverpool are, as in last year, distinguished for the large mortality among their emigrants. The port of Galway shows the largest per centage of deaths, although, from the limited number of emigrants embarked there, this circumstance does not seem to require particular remark. One vessel, 54 days from Galway, the "St. John's," Oliver, master, lost, of 156 passengers, 26, making five-eighths of the whole deaths from this port. The "Governor," Hugell, master, 34 days from Limerick, lost 49 of 174 passengers; and the "Retriever," in 53 days from Liverpool, lost similarly 17 out of 163 passengers. These are all the cases of large proportionate mortality which can be pointed out. The deaths in almost every other instance occurred at a nearly uniform rate. corresponding to the number contained by the vessel. The proportion of males comprehended in the year's emigration is 14,427 to 11,832 females, or as 5 to 4 nearly. The total number of adults is 18,273; the number of children and infants together 9186, or in the proportion of 50 per cent.

Table No. 3 of the Appendix is an abstract of the ports from whence the emigration of 1848 has proceeded, showing at the same time the numbers from the same ports during the previous year. The emigration of the two terms may be brought into comparison as follows; viz.—

	1847.	1848.
From England . . .	28,706	6,034
From Ireland . . .	50,360	16,582
From Scotland . . .	3,628	3,086
From Germany . . .	7,437	1,395
From Lower Ports		842
	190,131	27,939

The emigration to Canada has always been subject to fluctuation, and considerable differences have been observed between the numbers arriving in consecutive years. Between 1839 and 1846, however, its average extent for the whole term is not very greatly different from the return for any particular year.

In 1847 there appeared a very large increase, produced, no doubt, to a great extent, by a concurrence of circumstances unconnected with the province, but in some degree promoted by the facility with which passages to Quebec were obtained at English and Irish ports, or engagements made for transport, not merely from these ports to Quebec, but to the emigrants' ultimate destination.

The improvements effected in the navigation of the St. Lawrence were rendering this route both more economical and more easy than that by New York for the emigrant family, whether proceeding to Upper Canada or the Western States of the Union; and up to that period the duties levied on steerage passengers landing at Quebec, were confined to a fixed tax of 5*s.* currency for adult, which under the rule for the conversion of children and infants to this standard, might be calculated at 3*s.* 4*d.* currency, about 2*s.* 10*d.* sterling per head. Beyond this stated tax there was no liability imposed upon passenger vessels, whose owners could thus regulate with facility their charge for passage before departure from the port of sailing.

There was nothing to render it certain that the emigration of 1847 to Quebec, even under precisely similar circumstances, would be equalled by that of 1848. But as the number of persons proceeding from Europe to North America generally has exceeded, in the season just expired, the number ever previously known to have thus emigrated, it may be inferred that if no change had been offered in the provincial enactments affecting the resort to Quebec, that port and the St. Lawrence route westward could hardly have felt so large a decrease in their share of the whole as has been experienced.

The disposition to emigrate appears to have existed in the United Kingdom, at least as extensively in the past as in the previous year. The number of vessels proceeding to the St. Lawrence without outward freights has been very slightly reduced, not more than in the ratio of 8 per cent. The quarantine regulations are without change, and the rates of inland transport have remained the same. The only difference that has been made as regards the expense of passage by the St. Lawrence, consists in the increased rate of tax imposed directly on the steerage passenger, and in the liability to which vessels are made subject, consequently on their condition on arrival, in reference to sickness of passengers.

The increase in the emigrant duty is only 5*s.* currency on the adult person. But in the case of a family comprehending children, it becomes much more than double the former amount. Under the former Act an average family of two adults, two children over 10 years, and those younger, paid as follows:—

	£.	*s.*	*d.*
Two adults at 5*s.*, two children at 2*s.* 6*d.*, and three children at 1*s.* 8*d.*, equal to	1	0	0
The same number and ages, under the present Act, pay, viz., seven souls at 10*s.*	3	10	0

I conceive it probable, however, that the clauses of the existing Act which enforce increasing rates of tax in proportion to the required detention of the vessel in quarantine, may have operated more effectually than the increased direct tax, in discouraging the adoption of the Quebec route by the emigrants of 1848.

The indefinite character of this liability, not determinable until the completion of the voyage, and the fear that no attention, or even expense, on the part of the ship, might secure her from an imposition absorbing the greatest proportion of the whole freight which the passengers would pay, did, on the passing of the Act, lead several vessels already receiving emigrants for Quebec to change their destination and proceed rather to New York; and it is probable that in other instances the shipowners increased their demands for passage by the maximum amount of the increased rate, before they would receive passengers subjecting their vessels to any risk of its being imposed.

Throughout the season vessels continued to sail from the United Kingdom for New York, whence, after landing their passengers, they proceeded to Quebec in ballast, seeking a return cargo from Canada. From an examination of the Quebec register of arrivals from American ports, I find that 48 British ships from New York, and 10 from Boston, arrived in ballast during the past season, having all disembarked passengers in the United States.

The existing Act was passed by the provincial Legislature only just previously to the season at which the great bulk of the emigrants usually sail; and it seems probable that its terms were interpreted in a more severe sense than was intended; but although it will become generally known, that of the 28,000 emigrants landed at Quebec in 1848, only 1112 were made the grounds of a charge on the ship of the extra rate of 2*s.* 6*d.*, in consequence of her detention in quarantine from sickness on arrival; and that of 278 emigrant ships only four made subject to a three days' detention, the clauses of the Act imposing extra rates in cases of sickness on the passage, if they remain the same, will permit continued misinterpretation to the same hurtful result.

The total number of vessels employed as passenger ships from Europe to Quebec in 1848 is 278, of 112,051 tons, and navigated by 4,517 seamen.

The average number of steerage passengers on board of the vessels from England, excluding Liverpool, is	62
The average from Ireland and Liverpool	116
„ Scotland	64
„ Continent	141

Of the 278 vessels, 186 had 20 adult passengers and upwards; the remaining 92 brought out less than 20 each. The average passage of the ships from England was 44 days, from Ireland 43 days, from Scotland 36½, and from the Continental ports, Bremen and Hamburg, 51 days.

I have found it necessary to institute proceedings but in one case, that of the "St. John's," Oliver, master, from Galway, for violation of the provisions of the Imperial Passenger Act. This vessel cleared from the port of Galway on the 1st April, under the old Act, but did not leave that port until the 6th. She had sailed, according to her passenger list, with 118 steerage and 12 cabin passengers, equal to 156 souls. On arrival she was reported to have on board equal to 130 adults, whereas under the Act 11 Vict., c. 6, she could legally carry only 84½, as she had not a medical practitioner on board, the excess being 64½. As this vessel arrived in a very sickly state, having lost 13 by death on the passage, and of 17 cases which was admitted to hospital on arrival at quarantine 13 died, I submitted the case to Mr. Duval, Queen's Counsel, and a prosecution was instituted for the recovery of the penalty. The result was, however, unfavourable, on the grounds that although Captain Oliver was guilty of the charge, yet as the law was only promulgated in London to take effect on the 28th March, and as his vessel cleared from Galway on the 1st April, sufficient time had not elapsed, and he could not have been aware of its existence.

There were several other cases in which vessels had a few passengers over their legal complement, but as this excess was not specified upon their list of clearance at the port of departure, but arose from passengers having been stowed away, and only discovered after the vessel had put to sea, and as by the 4th clause of the Provincial Act the master became liable to a duty of 40*s.* each, on all such passengers not certified, I was dissuaded from prosecuting for a further penalty.

The provisions of the Imperial Passenger Act appear very generally to have been productive of benefit; and the circumstance of few complaints having been made with respect to their accommodation and treatment, may be taken as indicating an increased degree of protection to the emigrants from all imposition or oppression.

Only one disaster at sea affecting a passenger ship has occurred in the course of the past season, the particulars of which will be found in the Appendix, in the Report, No. 11, of 31st October, 1848, accompanied by the affidavits made by several of the passengers. The desertion of his vessel by the master of the "Ann" would appear to have occurred under the impulse of fear, and without proper inquiry into the extent of damage which the vessel had suffered in her collision with the "Hampton." So far as I have been able to learn, there was no proper exertion to regain his vessel made by the master in the morning, when he found from her being still afloat that the damage must have been inconsiderable. Three of the passengers and two of the crew lost their lives in attempting to get on board the "Hampton."

Conduct such as is here charged to the master of the "Ann," is of very rare occurrence. The masters of vessels in the Quebec trade are, with very few exceptions, able and brave seamen, careful alike of the interests of their owners and of the lives placed in their charge,

BRITISH NORTH AMERICA.

and those engaged in the regular conveyance of passengers are generally known as kind and humane men.

Table No. 4 contains a return of the adult male emigration, distinguishing the trades and callings. The total number of males embarked was 10,286. Of these there appear to have been 1171 artisans or tradesmen, domestic servants 59, farmers and farm servants 3292, and unskilled labourers 5764. Of the artisans and tradesmen, 426 were miners from Cornwall, whose destination was chiefly the lead and copper mines in the Western States.

At Table No. 5 will be seen a statement of the number of persons who have received assistance to enable them to emigrate, either from their landlords or from their parishes.

It is always extremely difficult to ascertain the extent of assistance thus given, but I have endeavoured to make up this return as correctly as the means of information will permit.

The number who had been sent out from England under the superintendence of the Poor Law Commissioners, and who received one pound sterling each adult, was 190; and 196 had been aided by their respective parishes, either with a free passage or a small sum of money.

From Scotland there were 595, who were assisted by the Duke of Sutherland. They received a free passage and provisions to Quebec, and all proceeded to settle in the Gore and Brock district. On board the "Erromanga" and "Canada" there were 134 persons from South Uist, Inverness-shire, who had been sent out by Lachlan Chisholm, Esq. They also were provided with a free passage and provisions to Quebec. All these people were in very poor circumstances, and required assistance from the department for their removal from Quebec to their places of destination.

From Ireland the number who, it was ascertained, had received assistance, either with free passages, or with a donation of money on arrival in the country, similar to that allowed by the Poor Law Commissioners, was 2505: 809 sailed from Limerick, 582 of whom were sent out by Colonel Wyndham and F. Speight, Esq. The remaining number from this port, 227, were sent out by several other proprietors, and merely received a free passage.

From the port of Waterford and New Ross, 588 persons were sent out by their landlords, Lords Fitzwilliam and Devon. From Galway, 323 emigrants were assisted, 253 of whom were sent out by the Quit Rent Office from the Crown estates. These received, besides free passages, a sum of money amounting to 20*s.* sterling each adult, and 10*s.* each child, which was paid to them through this department.

The number from Cork was 289; 249 of whom were military pensioners and their families, sent out by the Imperial Government, and forwarded to their respective destinations by the Commissariat Department. From Sligo there were 192, and from the other Irish ports and Liverpool, 303, who were furnished with a passage and some assistance to procure provisions for the voyage.

A general Hospital Return is furnished in paper No. 6, showing the number of emigrant patients admitted for medical relief at the Quarantine Establishment, up to its close on the 10th November,—at the Marine and Emigrant Hospital, Quebec,—and at the Emigrant Hospital at Montreal. The total number of admissions into hospital was 968; of whom 786 were discharged, and 156 died; 26 remained at the close of these establishments, and were transferred to the Montreal General Hospital, as pay patients. Most of them have since been discharged convalescent.

The Table No. 7 shows the amount of emigration landed in the province, from the year 1829 inclusively. The total number landed at the port of Quebec within 20 years has been 584,267, affording an average of 29,213 per year.

Table No. 8 is an approximate view of the distribution of the emigrants.

There arrived a total of		27,939
Of these there passed into the United States, chiefly by way of Lake Champlain	4,000	
And to New Brunswick	56	
		4,056
Leaving		23,883
Of whom there proceeded to the eastern townships	238	
Remain in the district of Quebec	209	
Ditto ditto Montreal	599	
Proceeded to the Ottawa district, Bytown, Perth, and neighbourhood,	1,311	
Remained between Montreal and Kingston	177	
		2,534
		21,349
The number ascertained to have proceeded to Kingston and the westward of that place was		21,349
The number passed over to the United States from Kingston, Toronto, &c.		3,355
Leaving		17,994

Whose settlement appears, by the several agents' returns rendered to Mr. Hawke, to have taken place as follows, viz. :—

In the Midland, Victoria, and Prince Edward District	1,342	
Newcastle and Colborne	2,618	
Horne and Simcoe	7,713	
Wellington, Gore, Brock, and London District	6,321	
	17,994	

	£.	s.	d.
The total expenditure of the Emigration Department of the province within the year amounts to	13,926	17	0
Of this there was paid on account of the emigration of 1847, being the balance of hospital expenses in Canada West	1,158	8	9
And for balance of transport	20	0	0
	1,178	8	9
The amount really chargeable against the Emigration Fund of 1848 is accordingly	12,748	8	3

Of this sum there was disbursed—

For transport				8,033	17	10
Provisions				937	3	11
Hospital expenses				1,984	14	6
Agencies				1,792	12	0
				£12,748	8	3

At Quebec the outlay was as follows :—

Transport				2,471	15	1
Provisions				118	8	3
Agencies				154	17	0
				2,745	0	10

At Montreal—

Transport				2,620	17	9
Provisions				161	16	9
Hospital expenses				718	18	8
Agencies				477	9	9
				3,979	2	11

At Kingston, for Canada West—

Transport				2,941	4	6
Provisions				656	18	11
Hospital expenses				1,265	15	10
Agencies				1,160	5	3
				6,024	4	6
				£12,748	8	3

The amount expended under the head of transport has covered the charge of the assistance granted in 29,476 cases.

The number of adult persons forwarded from Quebec to Montreal, was	10,406	
From the same place to Kingston and intermediate places	462	
To Toronto	49	
To Hamilton	367	
To the Lower Ports	56	
		11,340
From Montreal to Kingston, and intermediate places on the St. Lawrence	7,695	
To Kingston and Ottawa District	498	
To Hamilton and Toronto	31	
To St. John's	1,238	
		9,462

BRITISH NORTH AMERICA.

From Kingston to Toronto	6,298	
To Coburg and Port Hope	255	
To Windsor and Darlington	145	
To Ports on the Bay of Quinte, and places in the interior	386	
From Coburg to Peterboro', and other places in the Newcastle District	152	
From Toronto to Wellington Square and Hamilton	1,021	
From Hamilton to the interior of the Gore District	417	
		8,674

It will be observed, that the expenditure in transport made at Quebec has somewhat increased with relation to the whole sum disbursed under this head. The passage from Quebec to Montreal has been no higher than in former years, and for a part of the season the competition on the river lowered the charge for deck passengers to 7½*d.*, so that few claims for assistance were required to be entertained. But from the introduction of a new class of steamboats and barges, sailing from Quebec directly to the different ports on the Lakes, it became practicable to ship destitute emigrants for their eventual destination, without leaving them subject to any transhipment on the route; and this, as being preferable for the emigrant, as well as less expensive, was done as far as possible. It is probable, that the employment of vessels of the class here mentioned, will be extended in future seasons, and that there will be henceforth constant means of proceeding from Quebec, even to Chicago and Sault St. Mary, without transhipment.

The Emigrant Fund for 1848 has been constituted of the amount of the duty levied on steerage passengers, and the sum of 1500*l.* sterling, the imperial appropriation for the payment of the agents' salaries.

The duty realized in the course of the season, is as follows:—

	£.	*s.*	*d.*	£.	*s.*	*d.*
At Quebec,—						
On 24,093 souls at 10*s.*	12,046	10	0			
1076 arrived subsequently to 1st September at 20*s.*	1,076	0	0			
445 ditto ditto 1st October at 30*s.*	667	10	0			
152 uncertified on ships' papers, at 40*s.*	304	0	0			
86 Infirm under 6 Sec. of Act, 25·852 at 20*s.*	84	0	0			
1112, on account of ship's detention in quarantine three days, at 2*s.* 6*d.*	139	0	0			
				14,319	0	0
At Montreal,—						
378 souls, at 10*s.*	189	0	0			
7 after 1st September, at 20*s.*	7	0	0			
19 after 1st October, at 30*s.*	28	0	0			
				224	10	0
Total tax received				14,543	10	0
Imperial appropriation, 1500*l.* sterling, equal to, at 24*s.* 4*d.*				1,825	0	0
				16,368	10	0

It appears, therefore, that a balance amounting to 3620*l.* 1*s.* 9*d.* remains at the credit of the fund, and available for the purposes of the quarantine expenses.

The whole emigration of the year landed at Quebec may be considered as of similar character to that of the preceding season. It will be observed from the returns, that the proportion of Irish emigrants was quite as large as in any former year, and these, it may be added, arrived very generally in a state of poverty. In cases where means for providing transport were found to exist, even to a trifling amount, assistance was refused, up to the point when those means were ascertained to be exhausted. It is impracticable altogether to escape imposition; but the comparatively small amount of the emigration has permitted the exercise of a better control, and stricter investigation into doubtful cases, than could be attempted by the department in 1847; and I may confidently assert that the transport fund has been applied wholly to the aid of those who could not otherwise have reached the employment which they sought, or the friends who offered to supply their immediate wants, and who must have remained, consequently, a heavy burthen upon the towns into which they were crowded on landing.

The absence of the usual demand for labour, such as emigrants can supply, extending to Quebec, Montreal, and Kingston, throughout the entire summer, greatly limited the number whom these towns could absorb into their population; and if the amount of the emigrant duty had not been made available for their relief in this manner, there must have arisen very

loud complaints, and a feeling evincing itself, perhaps, in the enactment of municipal regulations, such as might materially affect the free ingress and passage of all emigrants of the poorer classes.

Through the application of the fund, at least in a great measure, the effect of the unfavourable circumstances under which the emigration arrived in the province this year, has been felt in a less degree than might have been anticipated. The towns have afforded but little employment; but the emigrants being distributed throughout the country, a large proportion of them find at least subsistance, and the burthen of the unemployed being more evenly supported, is borne with less unwillingness by the province in general.

The agricultural districts are in a healthy and thriving condition, fair crops having been realized generally, and the prices of produce having sufficiently remunerated the farmers on the average of several years past. The improvement of waste lands consequently proceeds with some spirit, and greater attention is being paid to the cultivation of the older settled farms, all of which materially extends the demand for agricultural labour. This, if not remunerated at former high rates, nor perhaps paid for in money, is yet a great resource for the industrious emigrant, supplying his present wants, and promising him a provision perfectly available for his future settlement in the country.

For unskilled labour there is at present little or no demand, there being in progress no public works nor considerable private undertakings demanding such labour. For artisans and mechanics, also, the prospects of employment in the province are much less encouraging than they have been for many years past. Indeed, there has been recently so severe a curtailment of the expenditure directed to building and other local improvements connected with the large towns, that many of the established workmen have found it requisite to remove, and seek a livelihood elsewhere.

I am unable to hold out inducement for the immigration of any considerable number of persons of the class dependent on early and continued employment in the approaching season. I anticipate, indeed, that there will be some difficulty in providing support for those who will, under any circumstances, resort to the province; and I apprehend a continued necessity that the Emigrant Fund should be applied to aid in the distribution throughout the country of the masses whose destitution will crowd them into the frontier towns and ports of landing.

To emigrants of moderate means, who are competent to maintain themselves independently while proceeding to settle on wild land, or who can command the price of a cleared farm, the prospects are more encouraging. The moderate prices of all necessaries, and the facility with which labour may now be secured for the cultivation of land, render the present period perhaps more favourable than any former one for the commencement of a settlement in Canada.

With a better knowledge extended to ship-owners of the real bearing of the Emigrant Tax Bill, or with some possible modifications in the terms of the Act, passages from the United Kingdom or the Continent may become reduced to their former rates, when the superior advantages of the St. Lawrence for the interior conveyance of settlers will become fully apparent. By this route, the distance to Upper Canada, and all the Western States, is much less from the port of landing than by the Hudson and the Erie Canal. There is no necessary transhipment, nor any exposure, whether to passengers or freight; and the expense, particularly when bulky luggage is an accompaniment, is very much less than by the American conveyances.

The advantages which are to be realized to the province from its being made the resort of a large portion of the well-provided emigration now taking place, as well from the Continent as from Great Britain, even though the whole number should not remain to become established inhabitants, are so manifest as to lead me to hope that, in the ensuing season, the arrivals of this class will show a considerable increase over the past two years.

I have annexed a copy of a report received from Mr. Hawke, relating to the portion of the emigration which proceeded to Upper Canada, and furnishing a summary of the transactions of the department in that section of the province.

I have, &c.,

The Right Hon. Earl of Elgin and Kincardine, &c. &c. &c.

A. C. Buchanan, Chief Agent.

Sir, Emigrant Office, Kingston, December 7, 1848.

It appears that during the year 1848, 27,939 emigrants landed at Quebec and Montreal, and by the returns received at this office, that 21,349 reached Upper Canada, and that they have been distributed as follows:—

Settled in the Midland, Victoria, and Prince Edward Districts .	1,342
Settled in the Newcastle and Colborne Districts	2,618
Settled in the Horne and Simcoe Districts	7,713
Settled in the Gore, Niagara, and Wellington Districts	6,321
Destination unknown, but supposed chiefly to have gone to the United States	3,355
	21,349

BRITISH NORTH AMERICA.

The number of free passages granted during the season at Kingston, Toronto, and Hamilton agencies, have been as follows:—

From Kingston to Toronto	6,298
„ „ Coburg and Port Hope	255½
„ „ Windsor and Darlington	145
„ „ Ports in the Bay of Quinte, and places in the interior	386
From Coburg to Peterboro', and other places in the Newcastle District	152
From Toronto to Wellington Square and Hamilton	1,021
From Hamilton to the interior of the Gore District	417
Free passages	8,674½

Being equal to 11,566 souls, who all received a small supply of food in addition to their free passage. The number who received a supply of food only, I cannot correctly ascertain, but it must have amounted to several thousands, as the quantity of food given seldom exceeds one 4lb. loaf to each person. The total expenditure for transport for the season amounts to—

	£.	s.	d.
	2,941	4	6
For provisions	656	18	11
Making the total for provisions and transport	3,598	3	5
The expenditure on account of hospitals, including funeral expenses and buildings	2,424	4	7
Agency and miscellaneous expenses	1,160	5	3
Total	£7,182	13	3

The expenditure at the hospitals appears unusually large, but nearly one-half of the amount was occasioned by patients who landed here during the previous sickly season. On the 25th April last, the charge of the hospitals at Toronto and Kingston, containing 457 patients, was transferred to this department: the number of admissions since that date appears to have been 352, of whom 38 remain under medical treatment. The number of deaths during the season at Kingston, Coburg, Toronto, and Hamilton, appears to have been 87. Nine-tenths of the emigrants, I am of opinion, were farm servants and day labourers. The former generally obtained work at fair wages, for the latter there was but little demand; and the consequence has been, that a great many of them have been compelled to seek employment in the United States. I am sorry to be obliged to remark, that the prospect for labourers during the ensuing season are very unfavourable. We have no public works in operation, and business of every kind appears to be in a very unusually depressed state. Farmers with small capital and farm servants will be sure of meeting with every encouragement, and of doing well in almost any part of Upper Canada.

I have, &c.

A. C. Buchanan, Esq., Montreal, &c. &c.

(Signed) A. B. Hawke,
Chief Emigrant Agent, U. C.

No. 1.—Return of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number Landed in the Colony, distinguishing Males from Females, and Adults from Children, with the Number of Souls from each Country, during the season of 1848.

Whence.	No. of Ships.	Cabin Passengers	Number Embarked.						Deaths on the Passage.				
			Adults.		Children 1 to 14 years.		Infants	Total.	Adults.		Children 1 to 14 years.		Infants
			M.	F.	M.	F.			M.	F.	M.	F.	
England . .	102	370	2,232	1,384	926	883	299	5,724	6	1	12	15	21
Ireland . . .	121	207	6,169	5,054	2,411	2,264	714	16,612	48	39	39	43	24
Scotland . .	45	204	1,058	871	476	380	108	2,893	..	2	2	1	..
Germany . .	10	3	521	431	202	197	59	1,410	3	1	2	8	6
Lower Ports, &c.	42	22	306	247	126	121	20	820	..	..	..	..	..
	320	806	10,286	7,987	4,141	3,845	1,200	27,459	57	43	55	67	51

Whence.	Deaths in Quarantine.					Births.		Landed in the Colony.					Total.	
	Adults.		Children 1 to 14 years		Infants			Adults.		Children 1 to 14 years.		Infants	Total.	
	M.	F.	M.	F.		M.	F.	M.	F.	M.	F.			
England . .	7	4	2	2	1	6	5	2,219	1,379	912	866	288	5,664	3,131	2,245
Ireland . . .	38	24	7	16	4	18	27	6,083	4,991	2,365	2,205	731	16,375	8,447	7,196
Scotland . .	1	1	2	2	..	..	..	1,057	863	472	377	108	2,882	1,529	1,245
Germany . .	1	..	..	..	..	2	1	517	430	200	189	56	1,392	717	619
Lower Ports, &c.	..	..	..	..	..	..	..	306	247	126	121	20	820	432	368
	47	29	11	20	5	26	33	10,182	7,915	4,075	3,758	1,203	27,133	14,256	11,673

Number of Deaths in the Passage	273	Total Number of Steerage Passengers .	25,930
Dito ditto in Quarantine	112	Infants under 1 year	1,203
Total Deaths previous to arrival at Quebec	385		27,133
		Cabin Passengers	806
		Total Persons Landed in the Colony .	27,939

Emigration Department, Quebec,
December, 1848.

A. C. Buchanan,
Chief Agent.

No. 2.—Abstract Statement of the Total Number of Emigrants Embarked, Died on the Passage and in Quarantine, with the Number of Births, and the Total Numbers Landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the season of 1848.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
ENGLAND.							
Aberystwith	1	4	.	..	..	..	4
Bideford	1	53	4	..	..	..	57
Bridgewater	1	118	1	..	..	..	119
Bristol	4	137	..	..	..	..	137
Falmouth	6	174	43	2	..	..	215
Fowey	1	3	..	..	..	..	3
Hull	4	291	19	4	..	2	308
Lancaster	1	1	1	..	..	..	2
Liverpool	37	1,734	108	31	16	6	1,801
London	17	801	113	7	..	..	907
Maryport	1	11	..	..	..	..	11
Newcastle	1	8	..	..	..	..	8
Padstow	5	413	16	2	..	1	428
Penzance	4	232	..	..	..	..	232
Plymouth	11	1,554	42	8	..	2	1,590
Poole	1	1	9	..	..	..	10
St. Ives	2	109	..	1	..	..	108
Stockton	1	2	..	..	..	..	2
Torquay	1	8	..	..	..	..	8
Truro	1	70	3	..	..	..	73
Southampton	1	..	11	..	..	..	11
	102	5,724	370	55	16	11	6,034

BRITISH NORTH AMERICA.

No. 2.—Abstract Statement of the Total Number of Emigrants Embarked, &c.—*continued.*

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
IRELAND.							
Ballydehob	1	74	1	..	..	1	75
Belfast	8	1,919	20	8	..	7	1,938
Cork	14	1,928	25	23	8	5	1,981
Donegal	6	617	9	3	2	2	623
Dublin	2	308	10	2	3	1	314
Galway	3	674	5	26	14	5	644
Killala	1	183	1	2	5	..	177
Kilrush	2	187	6	2	1	..	190
Limerick	40	5,906	69	91	51	13	5,846
Londonderry	3	344	..	3	..	1	342
New Ross	9	1,139	10	5	..	2	1,146
Newry	4	399	2	5	..	2	398
Sligo	7	1,190	27	14	3	2	1,202
Tralee	3	308	5	4	..	3	312
Waterford	10	662	9	..	..	..	671
Westport	3	368	2	3	1	..	366
Wexford	3	238	6	2	1	1	342
Youghal	2	114	..	..	..	..	114
	121	16,612	207	193	89	45	16,582
SCOTLAND.							
Aberdeen	6	294	4	..	4	..	294
Arbroath	1	8	2	..	..	..	10
Ayr	2	1	1	..	..	..	2
Dundee	2	60	15	..	..	..	75
Glasgow	25	1,506	167	5	1	..	1,667
Greenock	2	266	4	..	..	..	270
Leith	2	21	2	..	..	..	23
Loch Eribol	1	206	..	..	..	..	206
Loch Saxford	1	409	..	..	1	..	408
Thurso	1	109	..	..	..	..	109
Troon	2	13	9	..	..	..	22
	45	2,893	204	5	6	..	3,086
GERMANY.							
Bremen	4	564	3	4	..	1	564
Hamburg	6	846	..	16	1	2	831
	10	1,410	3	20	1	3	1,395
LOWER PORTS.							
New Brunswick	15	433	18	..	..	..	451
Nova Scotia	20	207	..	..	..	..	207
Prince Edward Island	4	161	4	..	..	..	165
Newfoundland	3	19	..	..	..	..	19
	42	820	22	..	..	..	842

RECAPITULATION.

Whence.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
England	102	5,724	370	55	16	11	6,034
Ireland	121	16,612	207	193	89	45	16,582
Scotland	45	2,893	204	5	6	..	3,086
Germany	10	1,410	3	20	1	3	1,395
Lower Ports (schooners)	42	820	22	..	..	..	842
	320	27,459	806	273	112	59	27,939

Emigration Department, Quebec,
December, 1848.

A. C. Buchanan,
Chief Agent.

No. 3.—NAMES of PORTS from which EMIGRANTS came during the Years 1847 and 1848.

Name of Port.	1847	1848	Name of Port.	1847	1848
ENGLAND.			SCOTLAND.		
St. Ives	63	106	Aberdeen	326	280
Aberystwith	230	4	Arbroath	..	7
Bideford	19	49	Ayr	..	1
Bridgewater	55	110	Dundee	52	56
Bristol	139	135	Glasgow	1,587	1,442
Cardiff	9	..	Greenock	1,065	524
Chepstow	1	..	Leith	..	21
Falmouth	205	164	Loch Eribol	..	196
Fowey	..	3	Loch Saxford	279	398
Hull	268	267	Thurso	..	107
Lancaster	..	1	Troon	..	12
Liverpool	21,428	1,612	Children under 1 year	144	108
London	1,773	771		3,453	2,882
Maryport	30	11	Cabin passengers	175	204
Milford	29	..			
Newcastle	..	8	Total	3,628	3,086
Newport	330	..			
Padstow	585	382			
Penzance	65	223			
Plymouth	946	1,454			
Poole	4	1	GERMANY.		
Southampton	213	..			
Stockton	..	2	Bremen	5,398	543
Sunderland	7	..	Bremerhaven	311	..
Torquay	13	8	Hamburg	1,502	793
Truro	96	65	Children under 1 year	217	56
Weymouth	4	..		7,428	1,392
Children under 1 year	1,977	288	Cabin passengers	9	3
	28,489	5,664			
Cabin passengers	217	370	Total	7,437	1,395
Total	28,706	6,034			
IRELAND.					
Ballydehob	..	70	LOWER PORTS, &c.		
Ballyshannon	60	..			
Belfast	6,175	1,828	Arichat	..	18
Cork	7,980	1,890	Bathurst	..	1
Donegal	762	589	Bermuda	..	1
Dublin	5,783	292	Cape Breton	..	36
Galway	692	616	Carboniere	..	9
Killala	1,177	172	Gaspe	..	10
Kilrush	108	174	Halifax	..	94
Londonderry	3,212	337	Jersey	..	24
Limerick	8,254	5,474	Magdalen Islands	..	18
New Ross	3,978	1,110	Miramichi	..	304
Newry	1,377	366	New York	..	2
Sligo	4,795	1,116	Paspebiac	..	2
Tralee	..	296	Pictou	..	47
Waterford	2,818	623	Prince Edward Island	..	156
Westport	60	356	Richabucto	..	59
Wexford	..	224	St. John's, Newfoundland	..	19
Youghal	300	111	Children under 1 year	..	20
Children under 1 year	2,534	731		..	820
	50,065	16,375	Cabin passengers	..	22
Cabin passengers	295	207			
Total	50,360	16,582	Total	..	842

RECAPITULATION.

Country.	1847	1848
ENGLAND	28,706	6,034
IRELAND	50,360	16,582
SCOTLAND	3,628	3,086
GERMANY	7,437	1,395
LOWER PORTS, &c.	..	842
Total	90,131	27,939

A. C. BUCHANAN, Chief Agent.

BRITISH NORTH AMERICA.

No. 4.—Return of the Trades or Callings of the Emigrants who arrived at the Ports of Quebec and Montreal during the Year 1848.

Bakers	12	Painters	4
Butchers	15	Plasterers	3
Bricklayers and Stone-masons	52	Printers	3
Black and White smiths	76	Quarrymen	20
Bookbinders	5	Rope-makers	6
Boot and Shoe makers	83	Sawyers	7
Braziers, Tin-smiths, &c.	13	Saddlers	10
Cabinet-makers	16	Stone-cutter	1
Carpenters and Joiners	125	Tailor	87
Coopers	19	Tanners	1
Coach-maker	1	Unenumerated callings	123
Cart and Wheel-wrights	9	Male servants	59
Currier	1	Farmers and Agricultural labourers	3,292
Dyers	5	Common labourers	5,764
Draper	1		10,286
Engineers	8		
Gardeners	10	Deaths of male adults at sea 57	
Hatter	1	Deaths of male adults in quarantine 47	
Millers and Mill-wrights	22	—	104
Miners	426		
Moulders	6	Total	10,182

Emigration Department, Quebec, December, 1848.

A. C. Buchanan, Chief Agent.

No. 5.—Number of Persons who appeared to have received Assistance to enable them to Emigrate during the Season of 1848.

Vessel.	Where from.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.
Ottawa	Bridgewater	May 13	15	20	..
Fame	Limerick	,,	..	..	45
Envoy	Londonderry	May 16	..	..	2
Jane Black	Limerick	May 18	..	..	96
Eliza Ann	,,	,,	..	..	12
Menapia	Wexford	,,	..	..	30
Jessy	Limerick	,,	..	..	40
Fergus	Hull	,,	..	5	..
Governor	Limerick	May 19	..	.	130
Prince Regent	Hull	May 20	..	6	..
Moodkee	Wexford	May 22	..	..	35
Civility	Bideford	,,	..	8	..
Dahlia	Plymouth	May 23	..	9	..
Odessa	Dublin	May 26	..	..	74
Aberfoyle	New Ross	,,	..	..	192
Clio	Padstow	,,	..	8	..
St. John	Galway	May 27	..	..	50
Helen	London	May 31	104	..	..
Primrose	Limerick	June 4	..	..	130
Jessie	Sligo	June 5	..	..	120
Cashmere	,,	June 7	..	..	60
Miltiades	Belfast	June 8	..	..	30
Thetis	Limerick	June 9	..	..	14
Hope	,,	June 10	..	..	2
Lawrence Fowistal	Waterford	June 11	..	..	8
Anne	Donegal	June 13	..	..	36
Don	Plymouth	June 14	..	20	..
Dromahair	Sligo	June 16	..	..	12
Thistle	Waterford	June 20	..	..	3
Erin	New Ross	June 21	..	..	5
Abbotsford	Galway	,,	..	..	20
Maria Brennan	Limerick	June 22	..	..	20
Tasso	,,	June 23	..	..	72
Jessie	New Ross	,,	..	..	300
Santa Maura	London	June 26	48	..	..
Camana	,,	,,	4	15	..
Meteor	Hull	June 27	..	14	..
Greenock	Loch Saxford	June 28	..	399	..
Strang	Liverpool	June 29	..	..	66
Hydrus	Limerick	July 2	..	..	47
Undine	,,	July 5	..	..	27

Number of Persons who appeared to have received Assistance to enable them to Emigrate during the Season of 1848—*continued*.

Vessel.	Where from.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.
Scotia	Loch Eribol	July 7	..	196	..
Rose	Tralee	,,	..	..	7
Anna Maria	Limerick	July 8	..	..	43
Bess Grant	Plymouth	July 19	..	24	..
Eleanor	Limerick	,,	..	..	51
Swan	New Ross	,,	..	..	80
Wilberforce	Limerick	July 21	..	..	3
Sea-Bird	Galway	July 23	..	..	253
Viceroy	Belfast	July 24	..	..	13
Mary	Cork	July 25	..	..	40
Conquering Hero	London	July 27	19	..	..
Monarch	Limerick	Aug. 20	..	..	30
Medusa	Belfast	Sept. 4	..	..	7
Dædalus	Plymouth	Sept. 9	..	25	..
Governor	Limerick	Sept. 10	..	..	5
Florentia	Cork	Sept. 11	..	..	249
Maria	Limerick	,,	..	..	18
Erromango	Glasgow	Sept. 15	..	64	..
Canada	,,	,,	..	70	..
Jessy	Limerick	,,	..	..	34
John Bull	London	Sept. 25	..	16	..
Clio	Padstow	Oct. 1	..	16	..
Marchioness of Abercorn	Falmouth	Oct. 5	..	10	..
Thetis	Tralee	Oct. 25	..	..	4
	Total	..	190	925	2505

A. C. Buchanan, Chief Agent.

No. 6.—Return of the Number of Admissions into Hospital, Discharges, and Deaths of Emigrants who arrived in Canada during the Season of 1848.

	Admitted.	Discharged.	Died.	Remaining.
Quarantine Hospital	581	469	112	..
Marine and Emigrant Hospital, Quebec	152	131	17	4
Point St. Charles Hospital, Montreal	235	186	27	22
Total	968	786	156	26

No. 7.—Comparative Statement of the Number of Emigrants arrived at the Port of Quebec since the Year 1829, inclusive.

Country.	5 Years from 1829 to 1833.	5 Years from 1834 to 1838.	5 Years from 1839 to 1843.	1844.	1845.	1846.	1847.	1848.
From England	43,386	28,624	30,813	7,698	8,833	9,163	28,725	6,034
Ireland	102,264	54,898	74,981	9,993	14,208	21,049	50,360	16,582
Scotland	20,143	10,998	16,289	2,234	2,174	1,645	3,628	3,086
Germany	15	485	..	..	..	896	7,437	1,395
Lower Ports, &c.	1,889	1,346	1,777	217	160	..	..	842
Total	167,697	196,351	123,860	20,142	25,375	32,753	90,150	27,939

Grand Total . . . 584,267

Emigration Department, Quebec,
December, 1848.

A. C. Buchanan, Chief Agent.

No. 8.—Distribution of the Emigrants who arrived in the Province of Canada during the Year 1848, as near as can be ascertained.

Number of emigrants from the United Kingdom, *viâ* the St. Lawrence	25,702
Number of emigrants from Germany, *viâ* the St. Lawrence	1,395
Number of emigrants from Lower Ports, &c., *viâ* the St. Lawrence	842
Number of emigrants at the different agencies in Canada West, by the route of the United States	No return.
Total	27,939

BRITISH NORTH AMERICA.

Distribution.

Estimated number settled in the city and district of Quebec	209	
Proceeded to the eastern townships, viâ Port St. Francis	238	
Settled in the Montreal district, and in the city and vicinity	599	
Total remaining in Canada East		1,046
Number settled at Bytown and at various places on the Ottawa and Rideau	1,488	
At Kingston and Bay of Quinté, and in the Hastings, Prince Edward, and Midland districts	1,342	
At Coburg, Port Hope, Windsor, Whitby, and Darlington, and in the Newcastle and Colborne districts	2,615	
At Toronto, and in the Horne and Simcoe districts	7,713	
At Port Credit, Oakville, and Hamilton	..	
In the Wellington, Gore, Niagara, Brock, and London districts	6,321	
Total number settled in Canada West		19,482
Gone to New Brunswick, Nova Scotia, and Prince Edward Island	56	
Gone to the Western States, and great proportion of whom were miners	3,355	
Gone to the United States from Montreal, viâ Lake Champlain	4,000	
Total supposed gone to the United States		7,411
		27,939

A. C. Buchanan, Chief Agent.

Extracts from the Notes appended to the Periodical Reports of Arrivals of Passenger Ships at the Ports of Quebec and Montreal, in the Season of 1848.

No. 1.—*From the 1st to the 27th May*, 1848.

Note.— The emigrants arrived during the period, embraced in this Return, have landed, except those on board the "Governor" and "John Hall," from Limerick, in good health: 18 deaths occurred during the passage on board the former and seven in the latter. Neither of these vessels had a medical officer on board, and the "John Hall" had cleared on the 29th April under the old Act; all the other vessels, with the exception of the "Jessy," Gorman, master, cleared under the new Act, and have conformed to its several regulations. The deaths during the passage I have entered in red ink in the margin.

The emigrants included in this return amounted to 5902, of whom 227 were aided in their emigration by landlords or parish authorities. Of those who have been assisted, the largest number were sent out by Colonel Wyndham from Limerick, and all received a sum of money on landing here, varying from 10*s.* to 15*s.* sterling each adult. Of the voluntary emigrants a large number are in comfortable circumstances, many of whom have brought out considerable sums of money. The great majority of them intend settling in Upper Canada.

The male adults are classed as follows:—714 farmers, 1444 labourers, and 398 mechanics. Of the latter, 159 are miners from Cornwall, who are proceeding to the Western States.

The number of persons assisted by this department from the several vessels included in this Return is 2471, equal to 1946 adults, at an expenditure of 364*l.* 17*s.* 6*d.* The amount of emigrant tax received to the 29th ultimo is 3138*l.* 10*s.*

No. 2.—*From the 26th May to the 17th June*, 1848.

Note.—The emigrants arrived during the period embraced in this Return are chiefly agriculturists. The male adults are classed on the several lists as follows:—1197 labourers, 607 farmers, and 296 mechanics, 104 of the latter being miners from Cornwall. These vessels have generally landed their passengers in good health, the deaths on the passage being 64, or equal to 1·25 per cent. The greatest mortality was on board the brig "St. John," from Galway, 13 having died on the passage, and 17 being landed sick, 10 of whom have since died in the Quarantine Hospital. This vessel cleared from Galway on the 1st April under the old Act, but did not sail from that port until the 6th April. On numbering the passengers she was found, according to amended Imperial Passenger Act, to have 64½ passengers over her legal complement. I accordingly entered proceedings against the master; but although the case was fully proved, the magistrate did not impose a penalty, in consequence of the short time which had elapsed between the promulgation of the law and the clearing of the vessel at Galway; and it also appeared that the vessel had been regularly cleared by the officer of Customs at that port.

Among the passengers on board these vessels there were many very respectable families, who appeared in comfortable circumstances, and who generally intend settling in the western section of the province. A number of the Germans propose settling in the Wellington and Gore districts. A large number of the Irish emigrants were very poor, and have generally emigrated to join friends. The number who have been assisted are 2610, equal to 2090 adults, at a cost of 391*l.* 10*s.* 6*d.*

No. 3.—*From the 17th to 24th June*, 1848,

Note.—The emigrants by the vessels included in this Return have all landed in good health, the deaths being but 18 on the passage, 10 of which occurred on board the "Abbotsford," viz., two adults, and eight children of measles.

They are chiefly labourers, and about one-third are proceeding to join their friends in the United States. The demand for labourers throughout the province being but limited, has induced a considerable number to proceed to the United States, to take advantage of the labour which railroads offer them.

The German passengers are generally in comfortable circumstances, and, with the exception of a few on board the "Integrity," were all able to pay their way. Of the Irish a large number were very poor; and on board the Limerick and Galway vessels more than one-half required assistance to enable them to proceed from hence. The total number of persons forwarded from these vessels are 714, equal to 641 adults, at an outlay of 120*l.* 3*s.* 9*d.*

No. 4.—*From the 24th to the 30th June*, 1848.

Note.—2482 passengers arrived at this port during the week ending 30th instant, 26 of whom came under the class of cabin passengers. Their general health was good, but 13 deaths having occurred out of this number during the passage.

They are mostly agriculturists, and of the male adults but 32 were mechanics. Of those sailed from ports in England, 258 were from Liverpool, all of whom were natives of Ireland. They were generally poor, and upwards of 190 required assistance to enable them to proceed from hence. The Scotch emigrants were all from Sutherlandshire, and were assisted by his Grace the Duke of Sutherland to emigrate to this country. They were all proceeding to join friends in Zorra, and were forwarded direct from this port to Hamilton by the steamer "Princess," the first boat of large burthen which has passed direct from this since the completion of the Lachine Canal.

The German emigrants are respectable in appearance, and generally have good means; 45 were assisted with a free passage. The majority were proceeding to Buffalo and the Western States.

One hundred and forty-one passengers have arrived here from the Lower Provinces. Some of these were emigrants of this season, but the greater part came out last year by the "Loostank" and "Miracle," the former of which put into Miramichi on account of sickness, and the latter was wrecked on the Magdalen Islands. They landed here very destitute, their passage to this having been paid by the public authorities at Miramichi and Richabuctoo.

The total number of persons who received assistance from the Emigrant Department, from the several ships included in this return, was 1342, equal to 1105½ adults, at an expense of 207*l.* 3*s.* 9*d.*

By the Return from the Quarantine Hospital, Grosse Isle, the number of patients remaining in hospital on the 30th June were 152; 232 cases had been admitted, and 44 had died during the month of June. The total deaths at that station has been 64 during the season, 26 of which occurred from one vessel, the "Governor," from Limerick.

The amount of emigrant tax received to this date is 7945*l.*

No. 5.—*From the 30th June to the 8th July*, 1848.

Note.—1752 emigrants arrived at this port during the past week, all in good health. The deaths on the passage were but 20; 8 adults and 12 children.

The Irish emigrants, 1307, are from Limerick, Sligo, Killala, Donegal, and Tralee, and a large portion of them are very destitute. About one-fourth are proceeding to their friends in the United States, the rest to different parts of the Province to join friends or to seek employment. The Scotch passengers by the "Jessie Stephens" are all respectable people, and appear to have means. They proceeded in the vessel to Montreal. Those by the "Scotia" were sent out by the Duke of Sutherland, and are represented to be industrious and respectable people, but very poor. They were all proceeding to their friends in the Gore, Brock, and London districts.

The German emigrants were all proceeding to the Western States, and, with the exception of nine, were able to pay their own way.

The total number of persons forwarded at Government expense from the several vessels included in this return, was 1076, equal to 892½ adults, at an expenditure of 167*l.* 6*s.* 10*d.*

No. 6.—*From the 8th to the 22nd July*, 1848.

Note.—The emigrants arrived during the week ending 22nd instant, have all landed in good health. The deaths on the passage numbered 19, as stated in the margin. These vessels have generally made favourable passages, the average being 43½ days. They have chiefly emigrated at their own expense, as I could only ascertain that 153 had received parochial or private aid. It was stated, that on board the "Mozambique," from Cork, a considerable number of Crown witnesses had been sent out by the Government, but no official information had been received at this office to that effect. A large portion of these emigrants were in very limited circumstances, and the applications for relief were most numerous; 815 persons, equal to 720 adults, were forwarded free from this agency.

No. 7.—*From the 22nd to the 31st July*, 1848.

Note.—2419 emigrants arrived at this port during the week ending this date, four-fifths of whom are from Ireland, whose appearance and circumstances were such as have usually distinguished those previously arrived from that country. A good many families were evidently possessed of considerable property, yet many of those who are most importunate for assistance are frequently ascertained to be possessed of considerable sums of money.

BRITISH NORTH AMERICA.

Their general health was good, but 25 deaths occurred on the passage, chiefly of children, 14 of which were in the "Tuskar," 8 infants, and 6 from 18 months to 5 years.

Two hundred and fifty-three passengers by the "Sea-Bird," from Galway, were sent out by Government from the Crown estates; they were well supplied with food and clothing, and received 20*s.* sterling each adult on landing here. The greater part proceeded to Upper Canada, some to friends and others for employment. They all expressed themselves truly grateful to Her Majesty's Government for the liberal provision and bounty they had received.

Among the arrivals this week were 219 persons from New Brunswick and Nova Scotia; a considerable number of whom, it was ascertained, had emigrated this season to New Brunswick, but finding employment scarce, had proceeded to this Province. A proportion were Scotch families, who were proceeding to settle among their friends in Canada West. These emigrants were all very poor, and unable to proceed up the country without assistance; the others, from the lower ports, were allable to pay their own way, and appeared in comfortable circumstances.

This Return closes the month of July, and completes the amount of the spring emigration It is satisfactory to find that the fears entertained in the early part of the season, that it would be accompanied by the destitution and disease of 1847, have not been realized. On the contrary, when it is considered that in many parts of Ireland the same causes of disease still exist, the emigration, on the whole, may be deemed healthy, as, with the exception of those on board a few of the early vessels, the deaths on the passage have not been much beyond the usual average of former years. Their general health also throughout the country is much improved of late; the Chief Agent for Canada West reports that the hospital returns in his section of the Province shows that the condition of the emigrants as to health is highly satisfactory; and, further, that with the exception of the sick, and a few who are waiting to hear from their relations, there were not any unemployed.

The returns of the Quarantine Hospital show the deaths during the season to have been 104, and the number of patients remaining 105.

The demand for labour has been but limited in this section of the province, this is not surprising when the depressed state of trade is considered. Many emigrants have, however, refused offers of employment at fair wages, 25*s.* to 30*s.* per month, preferring to proceed up the country, in hopes the approach of harvest, which promises to be most bountiful, will increase the demand for labour during the ensuing months. As it is, no man who is satisfied with reasonable wages need be unemployed.

The expense attending the emigration of this season, disbursed through this department, has been to this date, July 31, 7,394*l.* 17*s.* 3*d.*, under the following heads; viz.—

	£.	*s.*	*d.*
Transport	6,094	18	2
Provisions	438	16	1
Hospital expenses . . .	861	3	0
Total . . .	£7,394	17	3

No. 8.—*From the* 31*st July to the* 31*st August,* 1848.

Note.—The emigrants arrived during the month of August have been landed in good health, but 13 deaths having occurred on the passage, about equal to 0·75 per cent. The majority of these passengers proceeded to the western section of the province, where many of them had friends and relatives. Among the English emigrants there were a considerable number of Cornish miners, proceeding to the mining districts in the Western States. Some few of them have been employed by the newly-established Companies on Lakes Huron and Superior. There were also a considerable body of Scotch emigrants from Glasgow, chiefly farmers, who appeared in comfortable circumstances. They all proceeded to Western Canada, with the exception of a few who had friends in Montreal.

The Irish emigrants from Cork, Limerick, and Liverpool, were generally very poor, and a number of them required assistance to enable them to proceed. The total number of persons forwarded from the vessels, included in this return, was 388. Owing to the opposition between the Steam-boat Companies, the passage, on alternate nights, was reduced to 7½*d.* in the steerage, which has tended materially to reduce the number of applications for assistance.

No. 9.—*From the* 31*st August to the* 15*th September,* 1848.

Note.—The number of emigrants embraced in this return was 2113, including cabin passengers. They landed generally in good health; the deaths on the passage, as stated in the margin, numbered 23 (chiefly children), being a little over 1 per cent.

The majority of the emigrants were Irish, and many of them in very destitute circumstances. The passengers by the "Cambria" from Cork, 244 in number, all appeared in extreme poverty. They had a passage of 61 days, but arrived healthy. These, with the passengers by the "Lockwoods," from the same port, and the "Jane Black," "Jessy," "Maria," and "Triumph," from Limerick, required assistance to enable them to reach their destination.

In the "Florentia," from Cork, there were a number of pensioners, with their families, sent out by Her Majesty's Government. They landed in good health, and were all forwarded to their destination by the Commissariat Department.

The total number of free passages given to the emigrants by these vessels was 859 persons, equal to 693 adults.

One hundred and thirty-four of the passengers by the "Canada and Erromanga" were provided with a free passage by their landlords, principally by Lachlan Chisholm, Esq., and are all from the parish of South Uist. They were all poor, and but few of them could speak or understand English. Their destination was Glengarry, and the highland settlements in the Gore and Brock Districts, and they were all forwarded at the expense of this department.

No. 10.—*From the 15th to the 30th September,* 1848.

Note.—None of the vessels included in this return present any subject worthy of remark It may be observed generally that the passengers arrived healthy; and from the lowness of the passage between Quebec and Montreal, very little assistance in transport had to be given.

No. 11.—*From the 30th September to the 31st October.*

Note.—This return closes the emigration for this season. The emigrants by these vessels all landed in good health, but eight deaths having occurred on the passage.

The "Princess Royal" and the "William" brought up the passengers from "Ann,"* from Limerick, taken from that vessel on the 23rd of September, after they had been run foul of by the barque "Hampton," a homeward-bound vessel, near the island of Anticosti. These poor people arrived here, after losing every article of clothing, excepting what they had on their backs.

The statement made by them, I deemed it necessary should be supported by affidavits; two of which I herewith enclose, one made by three of the passengers, who escaped on board the "Hampton," and the other by one who came up in the "Princess Royal." From the statement made, as well by these parties on oath as by the passengers generally, the conduct of the master of the "Ann," Captain McFie, is open to the severest censure, and there appears little doubt but that his desertion of the vessel has caused these poor people the loss of all their property, as it does not appear that he made any attempt to ascertain the extent of the injury which his vessel had sustained; nor, when an opportunity offered next day, did he use the necessary exertion to regain his vessel, and attend to the lives and property of the unfortunate passengers who had been entrusted to his care.

Printed at page 12.

It appears from the reports of several vessels which have arrived since at this port, that they fell in with the wreck of the "Ann" in the same state as when abandoned; and by an extract from a Boston paper it appears that the wreck was seen on the 3rd ult.. 10 days after being abandoned, 30 miles N.W. from Cape George, Nova Scotia, apparently water-tight.

By not reaching this port, Captain McFie avoided the payment of upwards of 160*l.* head money on his passengers.

The number of persons assisted from these vessels was 412.

(Here follow the affidavits of Patrick Halvey and others, and Hugh Brereton, printed at p. 12.)

Enclosure 2 in No. 13.

Encl. 2 in No. 13.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on Matters of State, dated 17th January, 1849, approved by his Excellency the Governor-General, in Council on the same day.

MAY IT PLEASE YOUR EXCELLENCY,

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, the Annual Report of A. C. Buchanan, Esq., Chief Emigration Agent in this province, and have resumed the consideration of a Despatch addressed to your Excellency by the Right Honourable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, dated 6th April last, in which his Lordship has suggested various alterations in the Act passed during the last session of the Provincial Parliament, entitled "An Act to make better provision with respect to Emigrants, and for defraying the Expenses of supporting indigent Emigrants, and of forwarding them to their place of destination, and to amend the Act therein mentioned."

Before entering on the consideration of any suggested amendment to the Act, the Committee of Council desire to offer some general observations on the subject, which is one of great importance as well to this province as the mother-country. Reference has been made by Earl Grey to the comparative rates of the immigrant tax in this province and in the adjoining state of New York, and the fact that the commutation money charged is higher in Canada has led to the erroneous opinion that there is a desire on the part of the Canadian Legislature to discourage immigration. The object of the tax, both in Canada and New York, is to provide a fund for the assistance of destitute immigrants. In the State of New York the relief afforded is principally confined to those who are afflicted with disease, while in Canada large sums are expended in furnishing destitute immigrants with food, and with free passages to their place of destination. Until the year 1847, the proceeds of the tax of 5*s.* per head for each adult, and a proportionate rate for children, were found sufficient, with the aid of Imperial grants, to maintain the department.

In 1847 an unusually large immigration took place at a time when pestilence was raging in

* See correspondence on this subject, printed at pages 11 and 50.

BRITISH NORTH AMERICA.

Ireland. The result was most calamitous, and the Government was suddenly called on to establish Boards of Health and hospitals in all the principal towns of the province, at an expense the magnitude of which could not have been contemplated at the time. While the pestilence was at the highest, the Provincial Parliament was called on to legislate on the subject, and it was deemed prudent to impose a tax which it was supposed would produce an amount sufficient to defray all the expenses of the Quarantine and Immigration Departments.

Prior to the passing of this Act the Immigration Department had been managed almost exclusively by the Imperial Government.

The salaries of the Immigrant Agents, with the exception of the Chief Agent, whose salary was provided for by the Civil List, were defrayed from a special Imperial grant, and no further demand to be made on the Provincial Treasury except for a small annual sum for the Quarantine Establishment. The pestilence in 1847 rendered an immediate and heavy outlay indispensable. And as there was no time to communicate on the subject with the Imperial Government, the Provincial Parliament was applied to for a grant of 20,000*l.* currency, which it was hoped at the time would be sufficient to meet all demands, and which it was confidently expected Her Majesty's Government would repay. The expenses incurred during that disastrous year exceeded all expectations, amounting in the aggregate to the sum of 186,775*l.* 5*s.* 5*d.*; and although Her Majesty's Government, with great liberality and promptitude, agreed to assume the liabilities which were incurred on that behalf, yet they did so on the understanding that the province would in future assume the management of the immigrant funds, and provide for all deficiencies out of the Consolidated Revenue Fund. It is hardly necessary for the Committee of Council to point out how prejudicial it would be if any serious discouragement were given to the employment of shipping in the passenger trade to Canada. The carrying trade to and from the Western States is a prize for which Canada is anxious to compete; and it must be obvious that it would be a most ruinous policy to drive away the passenger trade by restriction. On the other hand, it would be a subject of serious complaint on the part of the inhabitants of the cities of Quebec and Montreal if destitute immigrants were thrown upon them for support at times when there should be no demand for labour. The Committee of Council have anxiously considered how far it is possible on the one hand to remove the complaint made by the British Government and by the emigrants that the tax is higher in Canada than in New York; and on the other, to prevent the recurrence of the over-expenditure of the present year. It is important to observe here, that Mr. Buchanan has excluded from his statement of the immigration expenses of the past year the cost of the Grosse Isle establishment, which has been charged in the books of the province against the Immigrant Fund, there being no other means at the disposal of the provincial Government of defraying the quarantine charges. Moreover, in the opinion of the Committee of Council, these expenses having been incurred almost exclusively on account of the immigrants, they are as fair a charge upon the Immigrant Fund as any other branch of the expenditure.

Mr. Buchanan states that there will be a balance of 3620*l.* 1*s.* 9*d.* available for the quarantine expenses, but the Committee of Council deem it expedient to add that there will be a deficiency of upwards of 5000*l.* to be made good by the provincial Legislature.

After giving the entire subject a most careful consideration, the Committee of Council are of opinion that the tendency of the system now in operation in Canada, and under which the destitute immigrants are provided with food and passages, is to afford undue encouragement to the sending out of that class which is of course the least desirable one that the province can receive. If it be assumed, as of course it must be, that a sufficient tax must be raised to defray the expenditure of the department; and if it be further assumed that it is extremely undesirable that the tax in Canada should be higher than at New York, it must follow that to justify the Legislature in decreasing the tax, a considerable diminution of expenditure must be effected. One obvious mode of accomplishing this object would be to abandon the system of forwarding, which is not undertaken by the department in New York

And the Committee of Council are respectfully of opinion that, so far as may be found practicable, the change should be carried out during the ensuing season. It would be very desirable that landholders and parish authorities who are in the habit of assisting persons to emigrate should be distinctly notified that the immigrant department in Canada can give no assistance to such persons unless they are actually sick, and in such a state as to require medical treatment.

The Chief Agent for Immigration, Mr. Buchanan, has at all times evinced a readiness to receive and disburse any sums of money entrusted to him for the relief of destitute emigrants, and will doubtless continue to do so; but the principle of taxing one class of emigrants to provide for the forwarding of a class scarcely, if at all, more destitute, is open to the greatest objection.

It may not be out of place to observe here, with reference to that class of emigrants who are sent out by landlords or parishes, that the demand for labour in Canada must depend in a great measure on the prosecution of public works; that at present no large works are in course of construction; and that it depends in a great degree on the ability of the province to obtain capital from England, whether any will soon be undertaken. With the very limited capital of the province, the demand for labour for other purposes is not so great as is imagined by many in England; and as the present is a time of commercial depression, it is the opinion of the Committee of Council that Mr. Buchanan is fully warranted in not holding out any encouragement for a very extensive emigration next season.

The Committee of Council being of opinion that in the absence of any contagious or epidemic disease, the expenses of the Grosse Isle establishment may be considerably reduced, and being further of opinion that the abandonment of the system of forwarding might at least be resorted to as an experiment, would have been prepared to recommend to Parliament the immediate reduction of the tax to an uniform rate of 7*s.* 6*d.* currency per head; but when they consider that it is but too probable that the country will be visited with cholera during next season, and

which will necessarily lead to an increased expenditure, and that, moreover, it will hardly be possible to abandon the system of forwarding in one season, they are unwilling to do more at present than recommend the abandonment of the extra rates imposed, after the 10th September and 1st October, thus making the rate uniform at 10*s.* per head.

The Committee of Council have considered the various restrictive clauses of the Act with an anxious desire to remove all provisions that have been found in practice to be oppressive or inoperative, and they trust that such amendments will be made during the approaching session as will remove all just ground of complaint.

All which is respectfully submitted.

(Certified) J. JOSEPH.

(No. 14.) No. 14. No. 14.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Jan. 18, 1849.

MY LORD, (*Received February* 5, 1849.)

I HAVE the honour to forward a memorandum which has been placed in my hands by the Inspector-General of Accounts, with a final statement of the expenses incurred by the Provincial Government, on account of the disastrous immigration of 1847, which appear to have exceeded the estimate transmitted in my Despatch, No. 33,* of the 17th March, 1848.

2. I deeply regret this circumstance, but I trust that on a review of the explanation of the Inspector-General, your Lordship will see fit to deal with this balance on the liberal principle which was adopted by Parliament on your recommendation, and applied to the sum which it was considered would have sufficed to cover the outstanding charges of the immigration of 1847, as well as those which had been defrayed when the estimate was prepared.

I am the more anxious on this point, because, notwithstanding the increase of the tax levied on immigrants, there is on the year 1848 an excess of expenditure over receipts on account of immigration, for the payment of which application must be made to the local Legislature.

3. I shall cause every exertion to be made which the interests of the public health will permit to effect reductions in the charge incurred on this service, and I trust, that in spite of the somewhat discouraging result of the experiment of last year, the Provincial Parliament will consent to repeal the most onerous provisions of the Immigration Act. My Despatch No. 11, which goes by this mail, covers a minute of the Executive Council,† in which the views of the local Government on this important subject are set forth. Your Lordship will observe, that in this minute doubts are expressed as to the expediency of continuing to forward immigrants, at the expense of Government, from Quebec to the interior. The provision of the means of employment and of settlement for destitute immigrants on the sea-board, by the execution of a great work, such as the Quebec and Halifax Railway,‡ appears to me to furnish the only unobjectionable means of putting an end to this system.

† Page 41.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure 1 in No. 14. Encl. 1 in No. 14.

THE Inspector-General has the honour to transmit herewith to his Excellency the Governor-General, a final statement of the expenses incurred by the Provincial Government, on account of the disastrous immigration of 1847. When, in the early part of March last, the Inspector-General had the honour to transmit an account of these expenses, he was necessarily obliged to make an estimate of outstanding claims, and he deeply regrets that that estimate should have fallen short of the actual expenses.

The principal claims outstanding at the time that the last statement was made, were for services rendered under the authority of the various local Boards of Health; and a long time was occupied in adjusting them. The Inspector-General can state, on the part of himself and colleagues, that they have been throughout most anxious not to sanction any charges that were not properly authorized; and one cause of the delay in closing the accounts has been the repeated references to the local Boards of Health on the subject of disputed claims. It is only within the last few weeks that it has been found possible to close the account finally; and the Inspector-General was of opinion that it would be better that it should accompany the report

* For Lord Elgin's Despatch, No. 33, March 17, see Papers presented to both Houses of Parliament by Command, page 29, April, 1848.

‡ See Papers relative to the Quebec and Halifax Railway, presented to Parliament, February, 1849.

BRITISH NORTH AMERICA.

on the immigration of the present year, so that the whole subject might be brought under the consideration of Her Majesty's Government at the same time.

His Excellency will perceive, by the account, that the balance due to the Provincial Government is 29,629*l.* 4*s.* 8*d.*, currency. By reference to a letter from Mr. Trevelyan to Mr. Merivale, dated Treasury Chambers, 24th June, 1848, and enclosed in the Despatch from Earl Grey to his Excellency, dated 30th June, 1848, it will be seen that the sum of 11,697*l.* 16*s.* 6*d.* was retained by the Imperial Government when settling the former claim on account of a debt due to the Commissariat Department. Deducting this sum from the balance shown in the accompanying account, there would remain to be provided for 17,931*l.* 8*s.* 2*d.* currency, or 14,738*l.* 2*s.* 10*d.* sterling

The Inspector-General would observe here, that the Commissariat Department has a claim against the Provincial Government for an amount larger than the entire balance due in the immigration account; and he trusts that authority may be given to the Commissariat to allow the balance of the present account in a settlement; in which case this long-standing claim may be adjusted without further loss of time.

In submitting this final statement of the immigration accounts of 1847 to his Excellency, the Inspector-General would most humbly recall his Excellency's attention to the terms of Earl Grey's Despatch, No. 197.* of 14th April last, in which his Lordship announces the intention of Her Majesty's Government "to relieve the province entirely from any charge on account of the peculiar misfortunes of the year 1847." In the same Despatch, his Lordship states that the condition on which this charge is to be assumed by the Imperial Government is, that "in future all the expenses incurred on account of emigrants arriving in Canada should be provided for by the Provincial Government." This condition was promptly agreed to by the Provincial Government; and in accordance therewith, they will in a few days be called on to ask the Provincial Parliament to vote upwards of 5000*l.* to cover the excess of the immigration expenses over the tax for the past year.

There is but one other subject on which the Inspector-General feels it necessary at present to offer any remark. In Earl Grey's Despatch of 30th June, No. 241, his Lordship refers to "the necessity of furnishing Her Majesty's Government with more detailed information than has hitherto been received respecting the charges comprised in the expenditure of 157,283*l.* 10*s.* 6*d.* for emigration." The Inspector-General fears that the accompanying account may not be considered to go enough into detail, but it would be very difficult to give more particulars without furnishing all the items of the various accounts of each Board of Health. The documents now in the possession of the department are most voluminous; and if Her Majesty's Government desire that they should be transmitted to England, a signification of their wish shall be immediately attended to. It has occurred to the Inspector-General that possibly the object might be effected by authorizing the Commissariat Department to investigate the account. However, whatever may be the wish of Her Majesty's Government, the Inspector-General will use his best efforts to have it carried into immediate effect.

All which is most humbly submitted.

J. HINCKS, Inspector-General.

Inspector-General's Office, Montreal,
January 16, 1849.

Encl. 2 in No. 14.

Enclosure 2 in No. 14.

STATEMENT of Expenditure for Emigration of 1847.

			£. s. d.	£. s. d.
Amount of Expenditure by the Provincial Government, Currency			. .	176,859 6 7
Refunded by Dr. Douglas			125 8 6	
Proceeds of Sales of old Stores received by A. B. Hawke, Chief Emigrant Agent, Canada West			389 14 9	
				515 3 3
Net Currency			. .	176,344 3 4
Amount of Expenditure by the Commissariat, Sterling			8,943 4 2	
Less—Receipts on Account of sales of old Stores, &c.			369 13 11	
Net Sterling			8,573 10 3	= 10,431 2 1
Total Expenditure, Net Currency			. .	189,775 5 5
Amount of Emigration Tax, Currency			19,002 9 2	
Payments by the Imperial Government, viz.,				
Commissariat, Sterling		£ 30,000 0 0		
Bank of England, Sterling		25,000 0 0		
1848. Ditto ditto		6,042 13 4		
,, Ditto ditto		30,000 0 0		
,, Ditto ditto		2,500 0 0		
,, Messrs. Glyn and Co.		20,000 0 0		
Sterling		113,542 13 4	= 138,143 11 7	
				157,146 0 9
Remains, Currency			. .	29,629 4 8

Inspector-General's Office, Montreal, Canada,
January 16, 1849.

J. HINCKS, Inspector-General.

---

* See page 33 of Papers presented to both Houses by Command, April, 1848.

STATEMENT of Payments on Account of Emigration for the year 1847, up to December 31, 1848.

	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Erection of Sheds, Fittings, &c.:—				
Montreal	16,922 1 0			
Quebec	1,620 0 0			
Grosse Isle	11,194 17 4			
		29,736 18 4		
Quarantine Establishment at Grosse Isle		15,493 13 11		
A. C. Buchanan, Emigrant Agent, Quebec, for Transport of Emigrants and for Provisions, Canada East and West	35,652 2 4			
A. B. Hawke, Chief Emigrant Agent, Canada West, for Transport of Emigrants and for Provisions, Canada West	14,450 0 0			
		50,102 2 4		
Orphans of Emigrants, Lower Canada	4,238 0 0			
Ditto ditto Upper Canada	445 17 6			
		4,683 17 6		
Clergy Expenses, Lower Canada		1,308 5 10		
Boards of Health, Canada East:—				
Montreal	18,279 10 0			
Quebec	5,749 18 0			
La Chine	801 3 5			
St. John's	896 12 5			
Sherbrooke	23 12 8			
	25,750 16 6			
Boards of Health, Canada West:—				
Barrie	107 9 1			
Belleville	309 15 2			
Brantford	515 14 8			
Brockville	801 3 7			
Bytown	1,995 19 9			
Cornwall	904 7 8			
Guelph	190 4 3			
Hamilton	2,054 7 9			
Kingston	12,865 10 7			
London	2,084 9 10			
Matilda	295 13 2			
Newmarket	1,093 1 0			
Niagara	1,121 6 0			
Oakville	123 10 3			
Picton	253 18 2			
Prescott	1,279 9 10			
Peterborough	134 0 7			
Port Hope	216 10 5			
Queenston	183 2 8			
St. Catharine's	799 6 10			
Toronto	21,723 2 6			
Trent	81 11 7			
West Williamsburg	420 5 10			
	49,554 1 2			
		75,304 17 8		
Shipwrecked Emigrants		229 11 0		
		176,859 6 7		
Less:—				
Refunded by Dr. Douglas	125 8 6			
Proceeds of Sales of old Stores received by A. B. Hawke, Chief Emigrant Agent, Canada West	389 14 9			
		515 3 3		
Net Currency			176,344 3 4	
Amount of Expenditure by the Commissariat, Sterling		8,943 4 2		
Less, Receipts on Account of Sale of Old Stores, &c.		369 13 11		
Net Sterling		8,573 10 3=	10,431 2 1	
Total Expenditure Net Currency				186,775 5 5
Amount of Emigration Tax, Currency			19,002 9 2	
Payments by the Imperial Government, viz.:—				
Commissiariat, Sterling	30,000 0 0			
Bank of England	25,000 0 0			
1848. Ditto	6,042 13 4			
Ditto ditto	30,000 0 0			
Ditto ditto	2,500 0 0			
Messrs. Glyn and Co.	20,000 0 0			
Sterling		113,542 13 4=	138,143 11 7	
				157,146 0 9
Remains, Currency				29,629 4 8

Inspector-General's Office, Montreal, Canada,
January 16, 1849.

J. HINCKS, Inspector-General.

Despatches from the Secretary of State.

BRITISH NORTH AMERICA.

No. 1.

(No. 291.) No. 1.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, * Downing-street, October 26, 1848.

I have to request your Lordship, when you receive the usual Report from the Chief Agent for Emigration on the emigration of the season which has just closed, to submit it, before you forward it to me, to your Executive Council for the purpose of obtaining from the members of that body a report of their views on this important subject. I shall be anxious to learn whether there are any measures which they can suggest as capable of being adopted with advantage, in order to give further encouragement to emigration.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

No. 2.

(No. 295.) No. 2.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, Downing-street, November 1, 1848.

I have to acknowledge your Lordship's Despatch of the 20th September, No. 127, enclosing an abstract taken from official returns of the gross population of Upper Canada at the present time, and at several periods since 1824. I have received with much interest this account of the extraordinary progress of population in Upper Canada.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

No. 3.

(No. 296.) No. 3.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, Downing-street, November 2, 1848.

† War Office, 24th Oct., 1848.

Colonial Office, 6th Nov.

I transmit to your Lordship the accompanying copy of a correspondence between the War-Office and this Department, on the subject of the payment of the tax levied by provincial enactment on certain military pensioners who proceeded to Canada last year as emigrants.

I think it of importance to direct your Lordship's attention to this correspondence, because I am of opinion that the reasons which exist for the imposition of the emigrant tax on passengers arriving in Canada do not apply to the pensioners of the British army, whose pensions secure them from becoming a burden on the province as paupers, and because they are a class of emigrants whom it is highly desirable to encourage. Taking this view of the question, I should wish your Lordship to suggest to your Executive Council the propriety of exempting pensioners sent out under the direct authority of Her Majesty's Government from the charge in question, when the Act imposing it is renewed and revised.

I have, &c.
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

---

* Similar Despatch to Lieut.-Governor of New Brunswick, No. 68, Oct. 26, 1848.
† The Enclosures being numerous, and on matters of detail, are not printed.

(No. 297.) No. 4. BRITISH NORTH AMERICA. No. 4.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, Downing-street, November 9, 1848.

I send herewith a letter, with its enclosure, from Mr. Monsell, M.P., Oct. 16, 1848. submitting that there had been too much severity in carrying into effect the provisions of the Canadian Emigrant Act in the case of two vessels which arrived in the province last September with emigrants from Limerick, and I have to direct your Lordship to refer this case to the legal advisers of your Government, in order that it may be ascertained whether the collector acted rightly in enforcing payment of the double tax on these emigrants.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

Enclosure in No. 4. Encl. in No. 4.

My dear Sir, Tervoe, Limerick, October 16, 1848.

I beg to enclose to you a letter which I have received from one of our most eminent Limerick merchants.

I trust that you will be able to comply with his request.

He has certainly been most unjustly treated, and, although I admit that circumstances make rather arbitrary laws with reference to transatlantic passengers necessary, this very necessity is a reason for carrying out these laws with as little harshness as possible.

I am, &c.,
B. Hawes, Esq., (Signed) W. Monsell.
&c. &c.

My dear Monsell, Limerick, October 11, 1848.

I wished to bring what I consider a case of great hardship to two of our vessels before your notice. The "Jane Black," Timothy Gorman, master, arrived at the quarantine station at Grosse Island on the 8th September, having had seven deaths on the passage from small-pox. The vessel was detained until the 10th, when she proceeded to Quebec. The second vessel, the "Governor," Hughill, master, arrived at Quebec on the night of the 9th. The next day, the 10th, being a Sunday, neither of the vessels could report at the custom-house, and the collector insisted on being paid the full penalty of 10*s.* per head (including even infants), as the vessels were not reported with him on or before the 10th. Now this day being a Sunday, and both vessels having arrived out before that day, I am in hopes that if you bring this matter before Mr. Hawes at the Colonial Office that he will give directions to remit this severe and, as I think, unjust tax. When you introduced me to him in London, he appeared willing to relieve ship-owners who did their best for the emigrants, and at all times acted up to the spirit of the different Acts for their protection. I leave the matter in your hands to do what you can for us, and remain,

Yours ever faithfully,
William Monsell, Esq., M.P., (Signed) William Spaight.
&c. &c.

(No. 310.) No. 5. No. 5.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, Downing-street, January 7, 1849.

I have the honour to acknowledge your Lordship's Despatch, No. 138,* * Page 11. of the 13th of November last, enclosing the report of the Chief Emigrant Agent at Quebec for the month of October last.

I have perused with much regret the account of the abandonment of the brig "Ann," of Limerick, and of her passengers, by the master and crew, under circumstances which would appear to evince so much inhumanity. I enclose, for your Lordship's information, the copy of a letter which I caused to be Dec. 7, 1848.. addressed on the subject to the Secretary to the Committee of Lloyds, together Dec. 14, 1848. with a copy of the reply, and I also transmit a report from the Colonial Land and Emigration Commissioners, and its enclosure, containing such information January 2, 1849.

BRITISH NORTH AMERICA.

as could be procured by their officer at Limerick. I fear that there is nothing more which it remains in the power of Government to do, although the case appears highly discreditable to the private parties in charge of this vessel.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

Encl. 1 in No. 5.

Enclosure 1 in No. 5.

SIR, Downing-street, December 7, 1848.

I AM directed by Earl Grey to transmit to you, for the information of the Committee of Lloyds, the enclosed copy of a Despatch from the Governor-General of Canada, together with its enclosures, relating to the abandonment of the brig "Ann" of Limerick, and of her passengers, by the master and crew, under circumstances which, unless they have been altogether misrepresented, would appear to show not only that the vessel and property were deserted without sufficient cause, but also that great inhumanity was practised towards the passengers. Lord Grey has thought it his duty to communicate these papers without delay to the Committee of Lloyds, both with a view to their information, and also in order that this evidence might be available in any inquiry which the Committee may have occasion to make into the circumstances of a case which, as far as it is yet known, appears to reflect such grave discredit on the parties concerned in it.

No. 138, Nov. 13.

See page 11.

I have, &c.,
(Signed) H. MERIVALE.

The Secretary to Lloyds,
&c. &c.

Encl. 2 in No. 5.

Enclosure 2 in No. 5.

SIR, Lloyds, December 14, 1848.

I HAVE the honour to acknowledge the receipt of your letter of 7th inst., transmitting, by direction of Earl Grey, copy of a Despatch from the Governor-General of Canada, together with its enclosures, relating to the abandonment of the brig "Ann," of Limerick, and of her passengers, by the master and crew, after she had been run foul of off the Island of Anticosti, and to acquaint you that it has been laid before the Committee for managing the affairs of Lloyds, who have instructed me to state, for the information of his Lordship, that they have taken every means of giving publicity to them, by placing them in the reading-room of this establishment for the information of parties interested, and the guidance of the underwriters when called upon for the settlement of the loss.

I am further to beg that you will express the thanks of the Committee to Lord Grey for the favour of the communication.

I have, &c.,
(Signed) J. W. A. HALSTED, Secretary.

Herman Merivale, Esq.,
&c. &c.

Encl. 3 in No. 5.

Enclosure 3 in No. 5.

Colonial Land and Emigration Office,
SIR, January 2, 1849.

WITH reference to your letter of the 12th ult., transmitting to us Mr. Buchanan's report for the month of October, in which he described the abandonment of the emigrant ship "Ann" in the Gulf of St. Lawrence by her master and crew, we have the honour to submit for Lord Grey's information the copy of a letter from our emigration officer at the port of Limerick, to whom we communicated an extract of Mr. Buchanan's report. We beg to add that as this is not the first occasion on which unfavourable reports have been received of vessels despatched by the same owner, we have directed Lieut. Lynch to be in future especially vigilant in regard to any vessels which may be chartered by that gentleman.

Dec. 26, 1848.

We have, &c.,
(Signed) T. W. C. MURDOCH.
C. ALEXANDER WOOD.

Herman Merivale, Esq.,
&c. &c.

Government Emigration Office, Limerick,
SIR, December 26, 1848.

I HAVE the honour to acknowledge the receipt of your letter of the 19th inst., with an extract of a Despatch from the Governor-General of Canada, respecting the unaccountable conduct of the master and crew of the schooner "Ann" of this port, by deserting that vessel and passengers near the Island of Anticosti on the 23rd September last. I called on the owner, Mr. David Bannatyne, and in obedience to your instructions communicated to him Mr.

Buchanan's report. Bannatyne said that he has had letters from McFie, late master of the "Ann." He thought his vessel was sinking at the moment she came in contact with the barque "Hampton," that he lost all his property, having left everything on board. The next day he could not get a boat from the master of the barque to go to his own vessel; that after repairing damages the "Hampton" ascertained that all the passengers were taken out of the "Anne."

Such is Mr. Bannatyne's account, which he says can be proved.

I have, &c.,

S. Walcott, Esq., (Signed) RICHARD LYNCH.
&c. &c.

(No. 315.) No. 6. No. 6.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, January 24, 1849.

1. I HAVE the honour to acknowledge your Lordship's Despatch, No. 151,* of the 20th December, accompanied by an approved Minute of Council, and a memorandum of the Inspector-General upon Immigration and Public Works. * Page 19.

2. I have read this able document with much interest, and you will assure the members of your Executive Council of the earnest desire of Her Majesty's Government to promote the success of any measures which may be adopted for the improvement of Canada, and the development of its great natural resources.

3. It is at the same time to be observed that the measures to be adopted with this view are chiefly, if not exclusively, such as the local Government and Legislature have alone the authority to carry into effect. I am ready, indeed, to believe that capital might safely be invested in the various works proposed, and in the manner suggested by the Inspector-General; but it has not, I think, escaped his attention that such advances ought rather to be made by private capitalists than by the Imperial Parliament.

4. The different measures which the Executive Council have in contemplation with the view of encouraging the investment of private capital, seem to me to be founded on sound reasons and likely to be successful.

I have, &c.,

The Right Hon. the Earl of Elgin and Kincardine, (Signed) GREY.
&c. &c. &c.

(No. 325.) No. 7. No 7.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, February 6, 1849.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, No. 146, of the 6th* of December last, relative to the application made on behalf of the owners of the barque "Lord Sandon" for remission of a penalty of 40*l.*, imposed under a provincial enactment, for not having on board a certified list of his passengers, * Page 16.

Having referred this subject to the Colonial Land and Emigration Commissioners, I transmit herewith a copy of their report; and I think that your Lordship will probably concur in the propriety of acting on the views which they offer upon the case. January 31, 1849.

I have, &c.,

(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

BRITISH NORTH AMERICA.

Encl. in No. 7.

Enclosure in No. 7.

Colonial Land and Emigration Office,
January 31, 1849.

SIR,

WE have to acknowledge the receipt of your letter of the 4th instant, accompanied by a Despatch from the Governor-General of Canada, enclosing two applications made to him on behalf of the owners of the barque "Lord Sandon" for the remission of a fine of 40*l.* imposed on him for not having on board a certified list of passengers.

No. 146, Dec. 6, 1848.

2. Before reporting on this case we thought it necessary to make a reference on the subject to the emigration officer at Cork, and we enclose a copy of the answer received from him. It appears that the master of the "Lord Sandon" cleared from Cork with 16 passengers on board, the largest number which (she being 407 tons burthen) he would have been entitled to carry without taking a certified passenger list; that, however, he took on board at Cork, as steerage passengers, 20 persons; and that accordingly, on his arrival at Quebec, a fine of 40*l.* was inflicted on him on account of his not having such a list. It will be seen from Lieutenant Friend's report, and the list which accompanies it, that the 20 persons shipped at Cork amounted to only 16 "passengers," and he suggests that possibly the distinction between persons and "passengers," in the legal sense of the term, may have been overlooked in this case. This explanation appears to us probable; and if it be correct, the owners of the "Lord Sandon" ought, of course, to be relieved from the fine erroneously imposed on them. If, however, it be not so, and that the master of the "Lord Sandon" did actually embark more passengers than he had cleared for, there would, we think, be no grounds for remitting the penalty, the express object of which is to prevent the occurrence of such cases.

We have, &c.,

(Signed) T. W. C. MURDOCH.
C. ALEXANDER WOOD.

Herman Merivale, Esq.,
&c. &c. &c.

Government Emigration Office, Cove,
January 25, 1849.

SIR,

I HAVE the honour to acknowledge the receipt of your letter, with the enclosed papers, which I now return.

The "Lord Sandon" sailed from Cork during my absence on leave in July, but I find, on reference, that the reported 23 persons equal to 16½ passengers on board; but, on further inquiry, learn that she actually only carried 20 persons, equal to 16 adult passengers, as will appear by the accompanying list. If the master carried over this number he deserves the penalty; but I think the question will be found to rest on the ages of children, and that the fine was probably imposed in consequence of the master reporting 20 passengers, instead of 20 persons, equal to 16 passengers; and I have no doubt but, on further inquiry, this will be proved to have been the case. There is only one in the list whose age approaches 14 years in which a mistake could have taken place.

I have, &c.,

S. Walcott, Esq.
&c. &c.

(Signed) CHARLES FRIEND.

PASSENGER LIST of "Lord Sandon," Bowman, Master, for Quebec, July 19, 1848.

Names.	Ages.	Adults.	Children.
Michael Roche . . .	22	1	..
Margaret Roche . . .	21	1	..
James Barry	25	1	..
Catherine Barry . . .	4	..	1
Mary Barry	3	..	1
Daniel Farrelly . . .	36	1	..
Peggy Farrelly . . .	27	1	..
John Farrelly	3	..	1
Bridget Relihan . . .	45	1	..
Dennis Relihan . . .	20	1	..
Nelly Relihan	16	1	..
Timothy Relihan . . .	13	..	1
Peggy Relihan . . .	10	..	1
Johannah Relihan . . .	7	..	1
Michael Relihan . . .	4	..	1
John Smith	22	1	..
Michael Murphy . . .	19	1	..
Mary Donohue . . .	35	1	..
Eliza Corney	28	1	..
Ellen Corney	10	..	1
	..	12	8

12 adults, 8 children } equal to 16 statute adults.

(No. 327.) No. 8.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, * Downing-street, February 9, 1849.

I transmit for your information the copy of a report which has been received by the Emigration Commissioners from the emigration officer at Cork, and I have to desire that you will communicate this information to your Executive Council, as showing the importance to the trade of the province of not making the regulations to which emigrants' ships are subjected more severe than is absolutely requisite in order to guard against a recurrence of the evils formerly experienced.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

Enclosure in No. 8.

Encl. in No. 8.

Government Emigration Office, Cove,
January 31, 1849.

Sir,

I beg herewith to forward the cost of passages for the ensuing season. The passenger brokers have informed me that there is every prospect of a large emigration to the United States this season, but that to the North American Colonies will be very small. Indeed there is no intention at present to charter any vessels for them. The heavy tax on emigrants seems quite to have driven emigration to the United States. It is expected that small farmers and tradesmen will compose the majority this year.

I have, &c.,
(Signed) Charles Friend, R.N.,
Emigration Officer.

S. Walcott, Esq.,
&c. &c.

Scale of the Cost of Passage from Cork for the Season of 1849.

Place.	Cabin.			Intermediate.			
	Usual Cost of Passage.	Cabin, whether fitted or not.	Articles found by Ship.	Usual Cost of Passage with Provisions.	Usual Cost of Passage without Provisions.	Cabin, whether fitted or not.	Articles found by the Ship.
New York	10*l.* to 15*l.*	Fitted.	Cabin fare,	6*l.*	5*l.*	Berth only.	Fuel, water, 1 lb. bread, and 10 lbs. meat.
New Orleans	,,	,,	,,	6*l.*	5*l.*	,,	,,
Quebec	,,	,,	,,	6*l.*	5*l.*	,,	Fuel, water, and 1 lb. bread.
New Brunswick	,,	,,	,,	6*l.*	5*l.*	,,	,,
Halifax	,,	,,	,,	6*l.*	5*l.*	,,	,,
Texas	20*l.* to 30*l.*	,,	,,	16*l.*	10*l.*	,,	
West Indies	Same as in London or Liverpool vessels. None direct from this port.						
Falkland Islands							
Cape of Good Hope							
Mauritius							
Ceylon							
Hong Kong							
Australia							
New Zealand							

* A similar Despatch sent to Lieut.-Governor of New Brunswick, No. 110, 9th February, 1849.

BRITISH NORTH AMERICA.

Encl. in No. 8.

Scale of the Cost of Passage from Cork for the Season of 1849—*continued*.

Place.	Steerage. Usual Cost of Passage with Provisions.	Usual Cost of Passage without Provisions.	Berth, whether fitted or not.	What can an Emigrant Victual himself for.	Articles found by the Ship.	Usual length of Passage.	Usual season of Sailing.	To what destination do the greater number of Emigrants go from this Port.	Is it usual to carry intermediate Passengers.
New York . .	5*l.* 10*s.*	*4*l.*	Berth only.	20*s.* to 30*s.*	Fuel water, 1 lb. bread-stuffs, and 10 lbs. meat.	40	All the year.	New York and Boston.	No.
New Orleans .	,,	*3*l.* 5*s.*	,,	,,	,,	40	October to May		No.
Quebec . . .	,,	*4*l.*	,,	,,	Fuel, water, and 1 lb. bread.	45	Spring and		
New Brunswick .	,,	*4*l.*	,,	,,	,,	40	summer		No.
Halifax . . .	,,	*4*l.*	,,	,,	,,	40	months.		
Texas . . .	Same as in London or Liverpool vessels. None direct from this port.								
West Indies . .									
Falkland Islands									
Cape of Good Hope . . .									
Mauritius . .									
Ceylon . . .									
Hong Kong . .									
Australia . .									
New Zealand. .									

* Children, 1 to 14 years, 3*l.*; Infants under 1 year, 1*l.*

Government Emigration Office, Cove, January 30, 1849.

(Signed) Charles Friend, R.N.
Emigration Officer.

Despatches from Sir E. Head, Lieut.-Governor of NEW BRUNSWICK.

BRITISH NORTH AMERICA. (No. 72.) No. 1.

No. 1: COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

St. John's, July 25, 1849.

MY LORD, (*Received August* 16, 1848.)

I HAVE the honour to acknowledge your Lordship's two Despatches of the 30th of June, (Nos. 38 * and 39.†)

As illustrating still further the different character of the emigration of this year as compared with that of 1847, I am desirous of informing your Lordship that I am this moment returned from an inspection of Partridge Island.

At the present moment there are on the island 12 emigrants, of whom three are sick from dysentery, and nine are convalescent from the ordinary ship fever. I was informed by Dr. Harding the physician, that on this very day last year there were 2000 persons on the island, of whom one-half were sick.

A fresh well has been opened on the island, and I am informed, that the water is good and abundant.

The principal inconveniences are the nature of the landing and the want of a cooking house and washhouse; but the position of the island certainly offers considerable advantages for quarantine purposes.

I fear from what I learnt to-day, that the greater part of the tents lent by the Ordnance last year for the use of the emigrants will be but little when returned to store, and it will be a matter of consideration for Her Majesty's Government, whether, under the peculiar circumstances of the case, any payment should be exacted to make good the damage.

I think it right to mention this fact, as some application will probably be made hereafter with reference to these tents.

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

No. 2. (No. 74.) No. 2.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, July 31, 1848.

MY LORD, (*Received August* 16, 1848.)

I HAVE the honour to enclose the following papers relating to emigration.

1. Two letters dated Jnly 19 and July 26, respectively, from Mr. Perley, with reference to the schooner "Concord," and ship return for the same.

2. Letter dated July 24, from Mr. Perley, with reference to the schooner "Agnes Jermyn," and ship return for the same.

Mr. Perley informs me that he has no notice of any more emigrant ships bound to St. John's this season.

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Encl. 1 in No. 2. Enclosure 1 in No. 2.

Government Emigration Office, St. John's,

SIR, July 19, 1848.

I HAVE to report the arrival of the schooner "Concord," from Limerick, 109 tons burthen, with 76 passengers, and enclose a ship return.

The passengers were all in good health, and there was no detention at quarantine. Some of them intend proceeding to the United States, and others to Western Canada.

The lower deck of the "Concord," owing to her small size, was placed on temporary beams, resting on the ballast, and was so fitted up under the inspection of the emigration officer at Limerick.

The Act of Parliament is express, that the lower deck or platform for the passengers, shall be placed on beams, forming part of the permanent structure of the vessel, under the penalty

---

* Page 50, Papers on North American Emigration, presented to both Houses by command, June, 1848.
† Page 48, same Paper.

of 50*l.* sterling. A relaxation of this very salutary provision has been permitted at Irish ports, and a very small and unfit class of vessels (like the "Concord") have thereby crept into the passenger trade.

As this vessel has sailed under official sanction, I doubt if a penalty would be enforced, should a prosecution be instituted, but I beg that a remonstrance may be made against such proceeding in future.

The passengers complained loudly that bad provisions were furnished them on the voyage. On inspection, I found one bag of biscuit, bad in part, but all the rest very good; the oatmeal was excellent. There was no complaint as to water, but the other statements were so very contradictory, that I advised the passengers to bring a suit against the master for bad provisions, which they have done by summary proceeding. This may possibly elicit the truth, for the denials were so prompt and direct on both sides, that I could form no opinion.

The success of the passengers by the "Hornet," in obtaining compensation, has induced a belief that all passengers may get the like, by making sufficient clamour. Great caution is therefore necessary to prevent ship-masters being harassed by unjust claims.

Should the passengers by the "Concord" establish a case against the master, the question will then arise, whether he should be prosecuted for the penalty, under the Passengers' Act.

I have, &c.,

(Signed) M. H. Perley,
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

Government Emigration Office, St. John's,
July 26, 1848.

Sir,

Adverting to my letter of the 19th instant, relative to the schooner "Concord," from Limerick, I have now the honour to report, that 25 of the male passengers by that vessel summoned the master for provisions of bad quality, and for an insufficient supply during the voyage.

The hearing of the first case occupied three days, and at the close, the magistrates awarded the complainant six shillings and eight pence, as compensation for a short supply of biscuit. The other complainants then offered to take five shillings for each adult passenger, which the master paid with costs, the whole amounting to fifteen pounds eleven shillings and two pence, (15*l.* 11*s.* 2*d.*)

The evidence was taken down at great length by the magistrates, and was very conflicting after hearing the testimony, my impression was, that angry feelings had arisen between the master and the passengers early in the voyage, which had occasioned the difficulty, and that there had been faults on both sides.

Under all the circumstances, and especially as the master has been sufficiently punished, I cannot recommend a prosecution for a penalty in this case.

I have, &c.,

(Signed) M. H. Perley,
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

Enclosure 3 in No. 2.

Encl. 3 in No. 2.

Ship Return No. 23.

Report on the Immigrants by the schooner "Concord," Thomas Bowler, Master, which arrived at the Port of St. John, N. B., from Limerick, on the 18th of July, 1848.

Boarded and examined 19th July, 1348.

M. H. P.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked	..	..	..	..	..	..	24	19	11	9	2	5	37	33
Deaths on the Voyage	..	..	..	..	..	1								
Deaths on Quarantine	None.													
Total Deaths							..	..	..	..	..	1	..	1
Number of Births on the Voyage							..	..	..	..	..	..	..	..
Total landed in the Colony							24	19	11	9	2	4	37	32

Steerage 69
Cabin, 2 male adults, 1 female ditto . . . . . } 7
2 males under 14, 2 females ditto . . . . . }

Total . . . . . 76 passengers.

BRITISH NORTH AMERICA.

Number of Agricultural Labourers.	Number of Domestic Servants. M.	F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	By private Funds.	Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
18	..	..	3	..	..	..	..	..	The "Concord" is too small a vessel to bring passengers across the Atlantic. These emigrants arrived in good health; as to provisions and water, see Special Report, No. 44.

M. H. PERLEY,
H. M. Emigration Officer.

Encl. 4 in No. 2. (No. 45.)

Enclosure 4 in No. 2.

Government Emigration Office, St. John,
July 24, 1848.

SIR,

I HAVE to report the arrival of the schooner "Agnes Jermyn," of 99 tons only, with
Ship Return No. 24. 66 passengers, for which vessel a ship return is enclosed.

I have to take the same objection to the "Agnes Jermyn" as was taken in my letter of the 19th instant to the schooner "Concord," the lower deck being fitted in the like temporary manner.

The provisions on board the "Agnes Jermyn" were of the best quality, in explanation of which the master stated that the first quantity of biscuit put on board at Limerick for passengers' use was so bad and so wholly unfit for human food, that he threw it all overboard. The broker, learning his determination not to proceed to sea with bad provisions, then furnished the best.

I have, &c.,
(Signed) M. H. PERLEY,
H. M. Colonial Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

The excess of a half passenger arose from two small children being concealed on board.

Encl. 5 in No. 2.

Enclosure 5 in No. 2.

SHIP RETURN No. 24.

REPORT on the Immigrants by the schooner "Agnes Jermyn," Andrew Hart, Master, which arrived at the Port of St. John, N. B., from Limerick, on the 23rd of July, 1848.
Boarded and examined 24th July, 1848.

M. H. P.

	Adults. M.	F.	Children between 14 and 7. M.	F.	Children under 7. M.	F.	Adults. M.	F.	Children between 14 and 1 Year. M.	F.	Children under 1 Year. M.	F.	Totals. M.	F.
Numbers embarked	..	..	..	..	..	..	27	11	14	10	2	2	43	23
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total landed in the Colony							27	11	14	10	2	2	43	23

Total . . . . . 66 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants. M.	F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	By Private Funds.	Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
15	..	..	3	..	..	..	..	..	The "Agnes Jermyn" is so small, that the passengers almost came in bulk. The provisions were good and abundant, and fortunately the passengers arrived in good health: they were cleanly.

M. H. PERLEY,
H. M. Emigration Officer.

(No. 76.) No. 3.

BRITISH NORTH AMERICA. No. 3.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, Aug. 3, 1848.

My Lord, (*Received August* 21, 1848.)

I have the honour to enclose a copy of a letter from Mr. Boyd, with reference to the present condition of the emigrants by the ship "Star," to which my Despatches of the 5th and 19th of June (Nos. 35 and 46*) and that of July 3rd (No. 52) related.

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Enclosure in No. 3. Encl. in No. 3.

Sir, St. Andrews, July 27, 1848.

I have to report, for the information of his Excellency the Lieutenant-Governor, that I am at length enabled to attend to my duty, though still very weak.

My son has conducted the management of the emigrants, both sick and well, with much judgment, and his activity in ferreting out cases of imposition has exceeded my own.

We are getting rid of the emigrants very fast. The number now remaining is reduced to 28; there are 14 on the island, seven of whom are still sick; two or three children are not expected to live.

At O'Neill's Farm, or Railroad Hospital, there are also 14, nine of whom have typhus fever, one convalescing, and five complaining. The island is now visited but three times a-week, as the necessity is not so urgent, and thereby a saving is effected of one-half the weekly expense for booking and medical attendance.

There have been in all 22 deaths, two of whom were my hired attendants. This is a small number compared with so much sickness out of 374 persons landed on the island.

As my strength needs recruiting, I intend visiting Fredericton in the early part of next week, and shall be prepared with my account of expenditure. I am largely in advance for the support of the emigrants, and should wish that my accounts might be audited as soon as possible, and a warrant issued for the balance.

(Signed) I have, &c.,

The Hon. John R. Partelow, James Boyd, Emigration Officer.
Provincial Secretary.

(No. 77.) No. 4. No. 4.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, Aug. 15, 1848.

My Lord, (*Received August* 31, 1848.)

I have the honour to enclose a copy of a further letter from Mr. Boyd, the Emigration Agent at St. Andrews, with reference to the passengers by the ship "Star."

I trust the sufferings from sickness of these emigrants are nearly terminated. Mr. Boyd himself had a narrow escape, but has now recovered from the fever.

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Enclosure in No. 4. Encl. in No. 4.

Sir, St. Andrews, New Brunswick, August 7, 1848.

I beg to report for the information of his Excellency the Lieut.-Governor, that immediately on my return home I made arrangements for breaking up the establishment at Hospital Island; I repaired to the island on the following day with a vessel, and brought away the remainder of the people, 12 in number.

One of the party, Richard Jones, is left in so weak a state with swelled legs, that himself, wife, and a family of six children, are likely to be chargeable for some time. A few shillings to the others will close the affairs of the island. I have had the three buildings thoroughly scrubbed and whitewashed, and the windows secured by boarding them up.

There are still at O'Neill's farm 11 sick persons and five recovering. I think I shall get finally rid of the sick within a month.

I have, &c.,

The Hon. John R. Partelow, (Signed) James Boyd,
Provincial Secretary. Emigration Officer.

---

* Pages 12 and 15 of Papers on North American Emigration, presented to both Houses of Parliament by command, July, 1848.

BRITISH NORTH AMERICA.
No. 5.

(No. 86.) No. 5.

Copy of a DESPATCH from Lieut.-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, Sept. 13, 1848.

Answered No. 95, Jun. 10, page 79.

My Lord, (*Received October* 3, 1848.)

I have the honour to enclose the following papers relating to emigration:—

1. Copy of letter from Mr. Perley relating to the "Lady Lilford," together with ship return.
2. Copy of letter from Mr. Perley relating to the barques "British Queen" and "Londonderry," together with ship returns.
3. Copy of letter from Mr. Perley relating to the schooner "Æneas," together with ship return.

I would particularly call attention to Mr. Perley's remarks on the subject of the provisions on board the "Lady Lilford," and on the general inferiority of the stores shipped at the port of Limerick. The defects in the build of the "Æneas," and the want of water on the voyage, are also serious matters of consideration

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Encl 1 in No. 5.

Enclosure 1 in No. 5.

Government Emigration Office, St. John, August 28, 1848.

Sir,

Return No. 27.

I have to report the arrival of the brig "Lady Lilford," from Limerick, with 91 passengers, for which vessel a ship return is enclosed.

There was a sufficiency of water in the "Lady Lilford," but the meal and flour were of very inferior quality, as also such of the biscuit as could be eaten.

The master states that each bag of biscuit was opened by the emigration officer at Limerick, who examined it and deemed it sufficiently good. After putting to sea it was discovered that in each bag there was a small quantity of tolerable biscuit on the top, and that all the rest was mouldy, rotten, and wholly unfit for use. The master managed to satisfy the passengers, but both he and the emigration officer at Limerick, as to the biscuit, appear to have been duped by the passage broker (Gleeson of Limerick), who shipped the passengers and put on board the provisions. The master further states that he did not consider the provisions put on board sufficiently good, and made the objection at Limerick, but as the emigration officer decided otherwise he was obliged to take them.

I am bound to state that the provisions which have come this year in the vessels from Limerick was far worse than those from any other port in Ireland, inferior to any I have ever seen in other passenger vessels, and which would not be suffered to pass elsewhere.

The emigration officer at Limerick should be advised of this, and directed to insist on provisions being provided of better quality in every respect.

I have, &c.,

The Hon. John R. Partelow, Provincial Secretary. (Signed) M. H. Perley.

Ship Return No. 27.

Report on the Immigrants by the brig "Lady Lilford," Charles Higham, Master, which arrived at the Port of St. John, N. B., from Limerick, on the 27th of August, 1848.

Boarded and examined 28th August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked	..	..	..	..	..	..	29	26	16	14	3	2	48	42
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total landed in the Colony							29	26	16	14	3	2	48	42

Steerage 90
Cabin, 1 male 1

Total . . . 91 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants. M.	F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	By Private Funds.	Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
16	..	..	5	..	..	..	..	..	The "Lady Lilford" is a stout brig, with a flush deck. The Emigrants were in good health, but far from a cleanly condition. As to provisions, see Special Report, No. 48.

M. H. Perley,
H. M. Emigration Officer.

Enclosure 2 in No. 5.

Encl. 2 in No. 5.

Government Emigration Office, St. John's,
August 28, 1848.

Sir,

I have to report the arrival of the barques "British Queen" and "Londonderry," both from Londonderry with passengers, and enclose a ship return for each. Returns No. 25 and No. 26.

A large proportion of the passengers by these vessels will leave in the steamers for Boston.

I have, &c.,
(Signed) M. H. Perley,
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

Ship Return No. 25.

Report on the Immigrants by the Barque "British Queen," Thomas R. Bell, Master, which arrived at the Port of St. John's, N. B., from Londonderry, on the 27th August, 1848.
Boarded and examined 28th August, 1848.
M. H. P.

	Adults. M.	F.	Children between 14 and 7. M.	F.	Children under 7. M.	F.	Adults. M.	F.	Children between 14 and 1 Year. M.	F.	Children under 1 Year. M.	F.	Totals. M.	F.
Numbers embarked	..	..	..	..	..	..	10	13	2	7	..	..	12	20
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total landed in the Colony							10	13	2	7	..	..	12	20

Steerage	32
Cabin, 1 male, 1 female adult 3 males, 1 female under 14	6
Total	38 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants. M.	F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	By private Funds.	Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
4	..	..	..	..	..	..	..	..	The "British Queen" is a substantial barque, fitted up for the passenger trade. The water and provisions were good; the emigrants clean and healthy on arrival.

M. H. Perley,
H. M. Emigration Officer.

BRITISH NORTH AMERICA.

SHIP RETURN No 26.

REPORT on the Immigrants by the barque "Londonderry," George Boyle, Master, which arrived at the Port of St. John's, N. B., from Londonderry, on the 27th August, 1848.

Boarded and examined 28th August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . .	..	..	..	..	..	..	44	52	22	23	1	2	67	77
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total landed in the Colony							44	52	22	23	1	2	67	77

Total . . . . . 144 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants. M.	Number of Domestic Servants. F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	Number for whom Cost of Passage defrayed. By Private Funds.	Number Engaged for Government Works.	Number Assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
24	..	..	8	6	..	..	..	..	The "Londonderry" is a good vessel, long and favourably known in the passenger trade. The water and provisions were unexceptionable; the passengers landed in good health and most cleanly condition.

M. H. PERLEY,
H.M. Emigration Officer.

Encl. 3 in No. 5.

Enclosure 3 in No. 5.

Government Emigration Office, St. John's,
August 31, 1848.

SIR,

I HAVE to report the arrival of the schooner "Æneas," 98 tons, from Berehaven (port Skibbereen), with 67 passengers, and enclose a ship return.

The "Æneas" has temporary beams only for a lower deck, and these beams rest upon the ballast. A very small space was left for water, and the vessel had to touch twice for further supplies of that indispensable article.

Owing to the rig of this little vessel the wind from the foresail was forced down the main hatchway, and passing out again at the after-hatch ventilated the vessel thoroughly. To this, in a great degree, the good health of the passengers may be attributed.

It is really very wrong to permit vessels of this size, without sufficient stowage for water and baggage, to embark passengers for a voyage across the Atlantic, and more especially as they may be prevented in consequence of their not having permanent beams. It is to be hoped that the relaxation of the Act in favour of these small vessels will not be suffered another season.

The "Æneas" closed the regular emigration for this season. Ths officers at Londonderry and Limerick state that no more will sail from these ports, and the officer at Cork writes from Chatham (near London) that he is absent on leave having no duty to perform at his port.

I have, &c.,
(Signed) M. H. PERLEY.
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

SHIP RETURN No. 28.

REPORT on the Immigrants by the schooner "Æneas," David Cushman, Master, which arrived at the Port of St. John's, N. B., from Berehaven, on the 30th August, 1848. Boarded and examined 31st August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . .	..	..	..	..	..	..	11	26	9	15	4	3	24	44
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Landed at Halifax							1	..	..	..	..	..	1	..
Total landed in the Colony							10	26	9	15	4	3	23	44

Total . . . . . 67 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.	REMARKS.
				By Parish.	By Private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
..	..	..	..	..	..	..	..	..	The "Æneas" is a small schooner, very unfit to carry passengers across the Atlantic. The provisions were good, and in sufficient quantity. The passengers arrived in very good health, clean and hearty. The vessel had to touch twice for water. See Report No. 49.

M. H. PERLEY,
H. M. Emigration Offiicer.

(No. 91.) No. 6. No. 6.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, Oct. 14, 1848.

MY LORD, (*Received November* 13, 1848.)

Answered Jan. 7, 1849, No. 93, page 79.

I HAVE the honour to enclose a copy of Mr. Perley's abstract return of the emigrants landed in this province in the course of the present season, together with a copy of a letter from Mr. Perley, with reference to the same subject.

Your Lordship will observe that what Mr. Perley states as to the numerous departures from this province of emigrants, and others for the United States. Whether the numbers given by him are correct, I do not know, as I am not yet informed of the data on which his calculation is based. There can, however, be very little doubt that the depression in trade generally, and in all business connected with lumbering, has caused a scarcity of work, which induces many persons to seek employment in the United States. The season of the year makes every attempt to meet this tendency by forming settlements, or by similar means impossible, whilst the present condition of the revenue of the province, is such as not to justify an outlay of money on the part of the Executive Government, without a specific vote of the Legislature.

I believe myself that a certain impression of extraordinary prosperity to be attained in the United States, occasionally prevails through this community, an impression which often proves delusive, but is peculiarly apt, of course, to spread in a time of commercial distress.

It will be my business, on the meeting of the Legislature, to lay before them

BRITISH NORTH AMERICA.

your Lordship's Despatch of the 10th of July (No. 43),* on the subject of emigration, and no effect shall be wanting on my part, to take such measures as may enable us to turn the emigration of next season to the best account. The necessary suspension of work on the roads, during the winter, makes it, under any circumstances, extremely difficult to ensure to emigrants without capital, employment sufficient to enable them to go on until the crop of the second year is applicable to their support.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c.

(Signed) EDMUND HEAD.

Encl. 1 in No. 6.

Enclosure 1 in No. 6.

(No. 50.)

Government Emigration Office, St. John's, October 10, 1848.

SIR,

I HAVE the honour to enclose (in duplicate) the abstract return of immigration to New Brunswick, during the quarter ended 30th September, 1848.

The whole number of emigrants landed in the province the present season, up to 1st October instant, is 4020. Up to the same period last year, the number amounted to 15,269, which shows a decrease this year, of 11,249 souls.

To 1st Oct., 1847 . 15,269
To 1st Oct., 1848 . 4,020
Decrease . 11,249

There have been no emigrants at the quarantine station since the early part of August, nor any deaths there during the quarter.

It will be seen by the enclosed return, that only one death occurred on the voyage in this quarter, which was that of an infant born during the voyage.

No returns for the past quarter have been received from any of the outports, and I have reason to believe that no emigrants have arrived elsewhere than at St. John's, during that period.

Very nearly all the emigrants of the present season have already departed for the United States, there being no inducement for them to remain in this colony. I regret also to state, that since April last, at least 5000 persons, natives and residents, have likewise left New Brunswick for the United States, in consequence of the depression in business, and the absence of employment; and that the number of those who depart increase each week as the season advances. Among those who have thus left without the intention of returning, many have possessed means, and nearly all have taken a greater or less sum of money with them.

There is no expectation that any more emigrants will arrive in New Brunswick during the rest of this quarter.

I have, &c.

(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon John R. Partelow,
Provincial Secretary.

ABSTRACT RETURN of IMMIGRATION to New Brunswick, during the Quarter ended 30th September, 1848.

Months comprising the Quarter.	Number of Ships.	Number of Deaths on Board.	Number of Births on Board.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
July . . .	6	1	2	154	131	65	55	8	12	227	198	425
August . .	3	..	..	85	92	43	45	4	4	132	141	273
September .	7	..	..	20	18	7	8	..	1	27	27	54
Totals .	16	1	2	259	241	115	108	12	17	386	366	752

Recapitulation.

	M.	F.
Adults	259	241
Between 14 years and 1 year . .	115	108
Under 1 year . .	12	17
Totals . .	386	366

Total—Seven hundred and fifty-two souls.

M. H. PERLEY,
H. M. Emigration Officer.

Government Emigration Office, St. John's, New Brunswick, October 3, 1848.

---

* Page 9 of Papers on North American Emigration, presented to both Houses of Parliament by command, July, 1848.

(No. 99.) No. 7.

BRITISH NORTH AMERICA. No. 7.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, Oct. 26, 1848.

My Lord, (*Received November* 13, 1848.)

I have the satisfaction to enclose, for your Lordship's information, a copy of a minute of my Executive Council, which was adopted this day; and I have to inform your Lordship that a detailed report on emigration will probably come under the consideration of the Council at their next meeting.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Enclosure in No. 7. Encl. in No. 7.

Read the Despatch of Earl Grey (No. 43),* under date 10th July last.

Whereupon resolved—That the suggestion of his Lordship as to the expenditure of the proceeds of land sales in the district from which they are derived be adopted, and that the Committee heretofore appointed be instructed to prepare a Bill to carry out such suggestion, and also to prepare a report on the agricultural capabilities and other resources of the province, showing the most eligible situations for immediate settlement.

(No. 6.) No. 8. No. 8.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, Jan. 8, 1849.

My Lord, (*Received January* 23, 1849.)

I have the honour to enclose, for your Lordship's information, a copy of the Abstract Return of Immigration at the port of Miramichi during the past year, which has been forwarded to me by Mr. Peters, the Acting Emigrant Agent at that port.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Enclosure in No. 8.

Abstract Return of Immigration at the Port of Miramichi during the Year ending the 31st December, 1848.

Quarters.	Number of Vessels arrived.	Number of Passengers embarked.	Number of Deaths on board or in Quarantine.	Number of Births on board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.
					M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending—													
March 31 . .	..	..	..	..	..	..	..	..	..	..	..	..	..
June 30 . . .	1	5	..	..	5	..	..	..	..	..	5	..	5
September 30 .	3	102	..	..	37	31	15	11	2	6	54	48	102
December 31. .	1	4	..	..	2	2	..	..	..	..	2	2	4
	5	111	..	..	44	33	15	11	2	6	61	50	111

Recapitulation.	M.	F.	
Adults	44	33	
Between 14 years and 1 year . . .	15	11	
Under 1 year . .	2	6	
	61	50	
Whole number landed at the port of Miramichi			111

Miramichi, December 31, 1848. (Signed) Thos. H. Peters, Deputy Treasurer, Acting as Emigrant Agent for Miramichi.

---

* Page 9 of Papers on North American Emigration, presented to both Houses of Parliament by command, July, 1848.

BRITISH NORTH AMERICA.

No. 9.

(No. 10.)

No. 9.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, Jan. 16, 1849.

My Lord, (*Received February* 5, 1849.)

* Page 76. On receiving your Lordship's Despatch of November 1, 1848, No. 69,* I consulted the Provincial Secretary and other persons, and I then referred the papers relating to the emigrant expenses to the parties most likely to afford satisfactory information.

2. I greatly regret the trouble and delay which have been caused to your Lordship and to the Treasury by the imperfect state of the accounts, but assuming the Government of this province as I did, when the actual expenditure was on the point of closing, and the form of accounts was already settled, it has not been easy for me to present the matter to your Lordship in a more satisfactory shape.

* Page 77. 3. Sir Charles Trevelyan, in his letter of October 6, 1848,* observes, that the emigration of 1847 is strictly defined in the Canada accounts, by the closing of the navigation; and he further remarks on the charges incurred for emigrants in New Brunswick in distant parts of the province.

4. To this I would reply, that the last emigrant ship of 1847 arrived on the 2nd of November, and the first emigrant ship of 1848 on the 22nd of April, but on account of the passengers by these last vessels no expense was incurred. These facts seem to distinguish the emigration of 1847 from that of 1848 with sufficient clearness.

The ports, moreover, on the east coast of New Brunswick are all closed in the winter as much as those of Canada.

This remark, therefore, can only apply to St. John's, St. Andrew's, and St. Stephen's (with St. George's). I have caused the accounts, however, to be rigidly scrutinized, and the result has been, that two items one of 100*l.* and another of 150*l.* have been detected, which belonged, not to 1847, but to former years.

These have now been struck out, and I am assured that the remainder strictly and literally applies to nothing but the emigration of 1847.

5. With regard to the relief given in distant parts of the province, the only places enumerated in the accounts which are not ports of entry are Fredericton and certain places in King's County and Sunbury.

The amount in these two latter counties is very small, and they are both traversed by the river St. John, so that the persons relieved were, I presume, emigrants left by the river steamers on the way from St. John's to Fredericton. The persons relieved at Fredericton were, I am assured, emigrants in the strict sense of the word; that is to say, they were persons who having been landed at St. John's proceeded straight up the country, and if not sick when landed were attacked by fever and became destitute before settling or being hired by any one. Your Lordship will find this matter explained in the reports of Mr. Partelow and Mr. Wolhaupter annexed to this Despatch. I cannot, of course, speak on my own knowledge, with reference to circumstances which occurred before my arrival in the province.

6. If the Lords Commissioners of Her Majesty's Treasury should be of opinion that no expenses incurred after March 15th ought to have been charged, I know no mode by which the accounts, made up as they are, can now be corrected, and the only course would be for their Lordships to make such deduction for this time as to them may seem fit.

7. The papers forwarded with this Despatch are as follows:—

i. Amended account of expenditure for emigration in 1847.
ii. Report of Provincial Secretary, who was mayor of St John's in 1847.
iii. Report of B. Wolhaupter, Esq., sheriff of the county of York.
iv. Copy of auditors' report, showing how the accounts were audited.

8. I should be very glad to furnish information more complete and more satisfactory, but I fear that it would be difficult to obtain it at present. I will only add that the decision of Her Majesty's Government will, I trust, be arrived

at in sufficient time to enable me to inform the Legislature of the fact before its rising.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure 1 in No. 9.

EXPENDITURE by the PUBLIC AUTHORITIES in NEW BRUNSWICK for the Relief solely of Sick, Indigent, and Distressed Emigrants, strictly confined to those who arrived in the year 1847, and ending on the 1st of May, 1848, particularizing the Places and Ports at which such Expenditure has been made, with the Dates of the various Warrants and their respective Numbers, as drawn on the Provincial Treasury by the Executive Government.

Number of Warrant.	Date.	—	—			—		
	1847	*St. John.*	£.	s.	d.	£.	s.	d.
349	Jan. 9	Towards the erection of additional buildings, and for the reparation of those already built for the use of sick and distressed emigrants	200	0	0			
393	July 1	For the same purpose	250	0	0			
599	Dec. 18	Balance of completing the same	150	13	8			
344	June 18	For an additional hospital building in the vicinity of St. John, for sick emigrants	400	0	0			
528	Oct. 15	For expenses in erecting emigrant sheds	96	17	1			
530	Oct. 18	Towards repairing and putting in order the old poor house in the city, for the reception of orphan emigrants of 1847, and towards their support	300	0	0			
446	July 29	Reimbursing Commissioners for the support of destitute and sick emigrants	423	19	11			
589	Dec. 15	For completing the repairs, &c. for Orphan Asylum	100	0	0			
503, 504	Sept. 9	Two warrants to Commissioners for reimbursement of support of sick and indigent emigrants	931	17	0			
507	Sept. 14	Warrant in advance, same account	500	0	0			
545, 546	Nov. 1	Two warrants balance expenditure, 1st October	1,679	10	4			
562	Nov. 16	Warrant for reimbursement of expenditure	465	5	4			
	1848							
618	Jan. 18	Warrant for reimbursement, same account, in supporting sick and destitute emigrants to 30th November	1,708	9	11			
37	Feb. 4	For reimbursement in supporting destitute orphans	290	6	11			
38	Feb. 4	Balance expenditure, Quarantine Station, Partridge Island	286	13	0			
296	May 12	Warrant to reimburse advances for sick and distressed emigrants, from 1st December, 1847, to 31st January, 1848	1,563	19	6			
376	June 19	To reimburse Commissioners for advance made in the support and relief of sick and distressed emigrants of 1847, from 31st January to 1st May, 1848	985	9	1			
377	June 19	Ditto for Orphan Asylum to 1st May, 1848	451	6	5			
300	May 13	Mayor of St. John to reimburse him for advances as particularized in Act 11 Vict. cap. 7	77	0	0			
282	May 11	Rev. James Quin, Catholic Missionary, same Act	50	0	0			
	1847							
447	July 29	Warrant for one month's services of each, Drs. W. S. Harding and Collins, on Partridge Island	100	0	0			
526	Oct. 15	Ditto for services there of Drs. Murphy and Mitchell	90	0	0			
601	Dec. 22	Ditto for the services of Dr. W. S. Harding, as assistant to health officer on Partridge Island, in full	225	0	0			
286	May 12	Dtito for Dr. G. J. Harding's services as health officer on Partridge Island in 1847, as granted by Act 11 Vict. cap. 7	300	0	0			
297	May 12	Ditto to Dr. G. L. Murphy, assistant. See same Act	25	0	0			
297	May 12	Ditto to Dr. William Bayard, professional services and attendance on emigrants at the hospital in St. John in 1847. Same Act	300	0	0			
297	May 12	Ditto to Dr. Watmore, during the illness of Dr. Bayard with the malignant fever prevailing at the hospital	75	0	0			
297	May 12	Ditto to Dr. Paddock for services while both Drs. Bayard and Watmore lie ill with fever	75	0	0			
298	May 13	Ditto to William Craig and wife, for their services at the hospital in 1847, as superintendant and matron	150	0	0			
299	May 13	Ditto to W. O. Smith, Esq., as Commissioner in Chief, for his services as particularized in the grant to him, 11 Vict. cap. 7	300	0	0			
280	May 11	James Patmore, lumber supplied. See same Act	15	0	0			
278	May 11	Alexander Reed, compensation for damages. See same Act	50	0	0			
288	May 12	James M'Gowan and wife, extra allowance. See same Act	30	0	0			
		Drs. Bayard, Peters, and Livingston, Commissioners for examining and reporting upon the state of Partridge Island and the city hospitals in 1847. (No warrant has issued for this service, the account being rendered too late to be considered by the Legislature last session)	75	0	0			
		Total expended at St. John	12,701	8	2			

Expenditure by the Public Authorities in New Brunswick, &c.—*continued.*

Number of Warrant.	Date.	——	— £. s. d.	— £. s. d.
		Brought forward . . .	. .	12,701 8 2
	1847.	*St. Andrews.*		
206	Apr. 27	Towards repairing emigrant buildings	100 0 0	
463	Aug. 12	For reimbursement of moneys expended for the relief of sick and distressed emigrants	133 17 2	
495	Aug. 30	For the same purpose	14 5 10	
522	Oct. 9	For reimbursement of moneys expended, same account . . .	132 6 11	
597	Dec. 18	For reimbursement of moneys expended, same account . . .	82 11 11	
563	Nov. 16	To Dr. Frye, medical attendance	130 0 0	
598	Dec. 18	To Dr. Gove, medical attendance, same account	45 0 0	
	1848.			
612	Jan. 6	To Dr. M'Stay, medical attendance, same account	114 15 6	
301	May 13	To James Boyd, Commissioner, per Act 11 Vict., cap. 7 . . .	50 0 0	
		Total expended in St. Andrews . .	. .	802 17 4
		St. Stephen's and St. George (Charlotte).		
289	May 11	Warrant for sick and distressed emigrants, St. George, granted Act 11 Vict., cap. 7	109 0 10	
291	May 11	Warrant for same purpose, St. Stephen, same Act	27 17 5	
				136 18 3
	1847.	*Miramichi, Northumberland.*		
354	Jan. 12	Towards reimbursing advances made for the support of sick and distressed emigrants	500 0 0	
485	Aug. 21	For the same purpose	300 0 0	
	1848.			
115	Mar. 30	For balance of expenditure in 1847, same purpose, granted by Act 11 Vict., cap. 7	885 4 9	
292	May 12	For reimbursement of expenses at Chatham, same Act . . .	14 11 5	
				1,699 16 2
	1847.	*Bathurst and Shippegan, Gloucester.*		
488	Aug. 23	Warrant on account of and for relieving sick and distressed emigrants of		
	1848.	1847	100 0 0	
305	May 13	Balance of expenditure, as granted 11 Vict., cap. 7	130 8 10	
297	May 12	Dr. Baldwin, professional services, as granted 11 Vict., cap. 7 . .	49 0 0	
283	May 11	To reimburse expenses at Caraquet, as granted 11 Vict., cap. 7 . .	29 1 2	
				308 10 0
		Richibucto, Kent.		
302	May 13	To reimburse expenses of a sick emigrant, 11 Vict., cap. 7 . .	. .	5 4 6
		Dalhousie, Restigouche.		
295	May 12	To pay for a temporary lazaretto, and for the relief of sick emigrants in 1847. See same Act	. .	110 3 10
	1847.	*Fredericton, York.*		
529	Oct. 18	Warrant advanced by the Government towards expenses incurred in the relief of sick and distressed emigrants, and for repairing emigrants'		
	1848.	hospital in 1847 (refunded the Governor by Act 11 Vict., cap. 7) .	600 0 0	
163	Apr. 13	To reimburse balance of expenses incurred, granted by Act 11 Vict., cap. 7, to 1st March, 1848	1,048 8 11	
163	Apr. 13	To B. Wolhampton, Commissioner, same Act	80 0 0	
608	Dec. 15	To reimburse expenses incurred in relieving sick and distressed emigrants, from 1st March to 1st May	267 18 8	
				1,996 7 7
		Westmoreland.		
281	May 11	Warrant for sick emigrants, Moniton, 1847, granted by 11 Vic., cap. 7	32 12 5	
290	May 12	Warrant for sick emigrants, Shediac, 1847, granted by 11 Vic., cap. 7	5 9 9	
287	May 12	Dr. Murphy, professional services, Sackville, 1847, granted by 11 Vic., cap. 7	7 15 10	
				45 18 0
		Kings.		
284	May 11	Warrant for sick emigrants, Studholm, 1847, 11 Vict., cap. 7 . .	6 17 6	
293	May 12	Warrant for sick emigrants, Hampton, 1847, 11 Vict., cap. 7 . .	67 14 4	
294	May 12	Warrant for sick emigrants, Norton, 1847, 11 Vict., cap. 7 . .	55 6 1	
				129 17 11
		Sunbury.		
279	May 11	Warrant for sick emigrants, Sheffield, 1847, 11 Vict., cap. 7 . .	10 7 11	
303	May 13	Warrant for sick emigrants, Burton, 1847, 11 Vict., cap. 7 . .	13 0 6	
				23 8 5
		Carried forward . . .	. .	17,960 10 2

Expenditure by the Public Authorities in New Brunswick, &c.—*continued*.

Number of Warrant.	Date.	—	—	—
			£. s. d.	£. s. d.
		Borught forward . . .	. .	17,960 10 2
	1848.	*General.*		
246	May 2	Emigration Officer's contingencies in 1847	. .	35 11 2
		Total currency	. .	17,996 1 4
		Creditor.		
		By the following collections made in 1847, under the Passenger and Emigration Act:—		
		At St. John's . . . . . £ 2,936 16 8		
		Miramichi 105 17 6		
		St. Andrew's 142 16 9		
		St. Stephen's 6 15 0		
		Dalhousie 3 6 9		
		Bathurst 29 5 0		
		Richibucto 2 14 0		
	1847.		3,227 11 8	
	Nov.	By amount received by the Mayor of St. John's from the master of the ship "Æolus," towards the support of passengers per that vessel landed this month, afflicted with sickness and entirely destitute, paid into the Provincial Treasury	250 0 0	
				3,447 11 8
		Net amount expended beyond receipts .	. .	14,518 9 8

Fredericton, January 2, 1849. J. R. Partelow.

Encl. 2 in No. 9.

Enclosure 2 in No. 9.

May it please your Excellency, Fredericton, January 2, 1849.

I have the honour of submitting for your Excellency's consideration, a particular statement made up with great care, of the amount expended for the support and relief of sick, indigent, and distressed emigrants who arrived in this province in the year 1847, commencing from the time it became absolutely necessary for the public authorities to afford them assistance, and ending on the 1st May last, and showing that the large sum of 14,518*l.* 9*s.* 8*d.* currency, has been drawn for this purpose from the provincial chest, over and above the receipts from all sources.

Your Excellency will perceive that, with the exception of the expenses incurred at Fredericton, nearly the whole amount expended arose at the different ports of entry in the province, at which the collections under the Passengers' Act usually take place, and so far as relates to the Port of St. John, to which the great bulk of the emigration of 1847 was directed, I am enabled to state, from the position I then held as mayor of the city, that every economy possible was practised. The accompanying letter from Mr. Wolhaupter, who had charge of the establishment at Fredericton, will explain the peculiar circumstances which led to the outlay here, and I can add my testimony to the indefatigable attention of that gentleman, in providing, at the least possible cost, for the support of the hundreds of wretched, diseased, and famished beings, who swarmed to the steamers plying on the river between this place and St. John, with the hope of escaping from the contagion prevailing, and of bettering their condition. I also send, for your Excellency's information, an extract from the books of the Auditor-General, exhibiting the mode in which the accounts of expenditure were from time to time rigidly audited, and I beg to refer particularly to the Miramichi accounts, from which it will be observed, deductions to a considerable amount were made.

The accounts, it will be observed, are made up to the 1st May, 1848. Of the emigrants who arrived in 1847, upwards of 150 children are still left a burthen on the parish of St. John, independently of a large number of adults—sick, infirm, and indigent—who will also remain a permanent charge on that parish.

The whole of the 17,996*l.* 1*s.* 4*d.* has been paid by the treasurer by warrants as particularized both in dates and numbers, with the exception of 75*l.* claimed by Drs. Bayard, Peters, and Livingstone, as Commissioners for inspecting the hospitals at St. John and Partridge Island, for which a grant will pass at the ensuing session of the Legislature, the account having been rendered too late for consideration at the last one.

Two items in the account forwarded to Her Majesty's Government of 100*l.* and 150*l.*, are not included in the statement now submitted. The first appears under date of 9th June, 1847, "For office, Port Emigration Agent at St. John." The second, December 18, 1847, "For relieving destitute emigrants at St. John." These two charges I have discerned were chargeable upon the year previous. I omitted to mention, with reference to the expenditure at

BRITISH NORTH AMERICA.

Fredericton, that such was the urgency of the case, the Executive Government drew upon the Treasury for 600*l.* in October, 1847, which was reimbursed at the last session of the Legislature.

I have, &c.,

Lieut.-Governor Sir E. W. Head, &c. &c. &c.

(Signed) J. R. Partelow.

Encl. 3 in No. 9.

Enclosure 3 in No. 9.

Sir, Fredericton, December 27, 1848.

Your note requesting information, regarding the expenditure for sick and distressed emigrants in 1847, has this moment come to hand, and in reply, beg to state, that in consequence of fever raging amongst the emigrants at St. John to an alarming extent, and large numbers of them arriving at Fredericton daily, I was instructed by the Governor and Council to make preparations for receiving the sick and distressed at a small building in the rear of the city, known as the cholera hospital, and to arrange with Dr. Toldervy to attend the same at a moderate salary, consequently common buildings and fences were erected, amounting to about 400*l.*, and said buildings were crowded with sick and distressed emigrants until the following spring, at the same time none were admitted that could possibly exist otherwise, and none admitted to remain after the doctor pronounced them fit to be discharged. And in order to show the malignancy of the disease, I would remark that, out of three nurses employed, Smith, Bennett, and O'Leary, the two latter died, and Smith was at the point of death on two different occasions; and Surgeon Andrews, of the 33rd Regiment, who occasionally assisted Dr. Toldervy with his duties at the hospital, likewise took the disease and died. Likewise many of the emigrants of 1847 were aged and infirm persons and cripples, who were not able to earn their own living under any circumstances, consequently many had to be fed outside of the buildings, in order to keep them from actual starvation, and many of them are burdens on the parish at the present time.

I would beg to add, that the city of Fredericton is peculiarly situated as to its locality, being situated at the head of the navigation for the steamers from St. John, and by which large numbers of emigrants are sent up by the Emigrant Agent at St. John, therefore large numbers are landed on the wharves, and without a shelter, and on one occasion, during the summer of 1847, I was called from Fredericton for a few days, and on my return found upwards of 40 emigrants had been placed in the County Court-house, by one of the magistrates, Asa Coy, esq., in consequence of their having been landed from the steamers without a shelter, and one of the children having died on the wharf.

I would also add, that every attention was paid to economy in the whole expenditure.

I am, &c.,

The Hon. John R. Partelow, Provincial Secretary.

(Signed) B. Wolhaupter, Commissioner.

Encl. 4 in No. 9.

Enclosure 4 in No. 9.

Audit Office, August 8, 1847.

Report No. 42, upon the Accounts of Expenditure at the Lazaretto, Middle Island, Miramichi, by the Committee of Sessions for the County of Northumberland, to the 20th day of July, 1847.

This is an account of expenses incurred by a Committee of Justices, appointed under order of the Sessions of Northumberland, in assisting a number of diseased and destitute emigrants, and sailors belonging to the ship "Loshtank," from Liverpool to Quebec, put into Miramichi in distress, with pestilence on board; also to the brig "Richard White," and to the ship "Bolivar," and of expenses connected with the said emigrants and sailors, in guarding the lazaretto and quarantine ground, in obtaining legal advice, and in constructing tents and sheds for the accommodation of the sick, &c.

The account may be classed as follows:—

Outlay for Buildings and Tents.

	£. s. d.	£. s. d.
1. Lumber and other materials	186 8 8	
2. Carpenters' work	77 19 6	
		264 8 2
3. Provisions, groceries, and medicines	..	462 7 5
4. Medical men, 170*l.* 17*s.* 6*d.*; nurses, 41*l.* 15*s.*	..	212 12 6
5. Beds, bedding, Osnaburgs, cottons	..	172 13 1½
6. Household and cooking utensils, tools	..	26 2 3
7. Coffins	..	13 7 0
8. Labourers, freight, boat-hire	..	53 12 0
9. Police and guard	160 19 8	
10. Row-boat and oars	22 17 6	
11. Fire-arms and ammunition	5 6 6	
		189 3 8
12. Rent of Middle Island	..	35 0 0
13. Attendance and advice of counsel	..	30 0 0
Total of expenses	..	1459 6 1½

Of the expenses incurred as above receipted, detailed accounts have been furnished for	558	1	3½			
Detailed accounts not receipted for	807	4	10			
No receipts or accounts, being for 84*l.* to Dr. Thomson, "per order of Sessions," and 10*l.* to two passengers for burying the dead, &c.	94	0	0			
				1459	6	1½
By the vouchers furnished, the Committee have actually paid out	..			558	1	3½
They have received by warrant on the Treasury, from appropriation made for emigrants	500	0	0			
From the Seamen's Fund expenses of sailors taken into the lazaretto	48	19	9			
				548	19	9
				9	1	6½
They have paid out this sum from other funds, and have incurred unliquidated liabilities to the amount of	..			901	4	10
Total over expenditure	..			910	6	4½

The accounts are accompanied by a list of the ships from which the emigrants who received aid were landed, and by minutes of the proceedings of the Justices of Northumberland in the matter; and it appears that the chief part of the expenditure was incurred in relieving the diseased passengers and crew of the ship "Loshtank," which left Liverpool with 462 passengers (equalling 359 statute adults), and put into Miramichi in distress, after having lost 146 of her passengers by disease, and having only four of her seamen able to assist in navigating the ship; relief was also extended to passengers by the brig "Richard White," which arrived with 65 emigrants on board, and to six or more sailors belonging to the ship "Bolivar," for whom provision appears to have been made from the Seamen's Fund, the sum of 48*l.* 19*s.* 9*d.*, being credited as received from that fund, but without any information as to the manner in which that amount was made up, or as to whether it included the entire charge for relief extended to seamen.

The expenditure was made under the directions of Messrs. J. F. Williston and Wm. Litson, as a Committee on behalf of the Justices of Northumberland, and no charge is made for their personal services; the names and ages of the passengers by the "Loshtank" are given; and the names of the passengers by the "Richard White," and the seamen by the "Bolivar," are not given.

The accounts are furnished in detail, certified by the Committee and correctly made up.

F. P. Robinson, Auditor-General.

Audit Office, January 9, 1848.

Report No. 13; being a Supplementary Report upon the Accounts of Expenditure for Sick and Destitute Emigrants at the Lazaretto at Middle Island, Miramichi, by the Committee of Sessions for the County of Northumberland, during the Year 1847.

This is an account of expenses incurred by a Committee of Justices appointed under an order of the sessions of Northumberland in assisting a number of destitute and diseased emigrants and sailors belonging to the ship "Loshtank," from Liverpool to Quebec, put into Miramichi in distress, with pestilence on board; also in assisting other destitute and diseased emigrants who arrived at Miramichi during the season of 1847, in forwarding some to their destination at Quebec and elsewhere, and paying for guarding the lazaretto and quarantine ground, in obtaining legal advice, and in constructing tents and sheds for the accommodation of the sick, &c., comprising the items included in Report No. 42, of the 10th of August, 1847, and such further expenses as were incurred from that period to the close of the year, as follows:—

	£.	*s.*	*d.*	£.	*s.*	*d.*
Accounts 1 to 86, inclusive, as included in Report No. 42	.	.		1,459	6	1½
Additions to accounts 1 to 86, being further advances made by some of the original parties	.	.		512	19	10½
Accounts No. 87 to 110 inclusive, further supplies furnished and expenses incurred to the close of the season	.	.		435	19	10
Total amount of accounts as rendered	.	.		2,408	5	10
Which may be classed in the following manner:—						
Lumber and other materials for buildings and tents	186	8	8			
Carpenter's work for buildings	77	19	6			
				264	8	2
Provisions, groceries, fuel, medicines	.	.		775	1	8½
Medical men	362	4	2			
Nurses and attendants	83	13	6			
				445	17	8
Beds, bedding, cottons, Osnaburgs	.	.		172	13	1½
Household and cooking utensils	.	.		26	11	9
Coffins	.	.		19	8	6
Labourers, freight, cartage, boat-hire, ferriages	.	.		85	5	6
Rent of Middle Island	.	.		45	0	0
Carried forward	.	.		1,834	6	5

BRITISH NORTH AMERICA.

Brought forward . . .				. .	1,834	6 5
Paid for passages of some emigrants to Quebec, and advances made to carry others to their respective destinations				. .	133	7 3
Interest paid the Commercial Bank				. .	11	3 6
Five per cent. commission charged by the Committee on £2283, for superintending, and receiving and paying money . . .				. .	114	3 0
Sheriff, police, and guard				267 1 8		
Row-boat and oars (guard boat)				22 17 6		
Fire-arms and ammunition				5 6 6		
Legal advice and attendance of counsel				30 0 0		
					325	5 8
Total				. .	2,408	5 10
Credit is given for—						
This sum paid by the Captain of the "Loshtank," under a special agreement with the Justices of Northumberland, and conditional upon their sending to Quebec, when convalescent, such emigrants as should wish to go .	£350	0	0			
Less, poundage retained by the clerk of the peace . .	5	12	6			
				344 7		
Paid by the Commissioners of the Marine Hospital for seamen taken care of at the lazaretto				67 9 10		
Paid by Captain Blois, boarding seamen and passengers in quarantine				47 3 1		
Charge in error deducted				0 2 0		
Proceeds of materials sold at auction at the close of the season, per detailed account No. 111				29 3 6		
					488	5 11
Balance by the account as made up by the Commissioners .				. .	1,919	19 11
From which account a Committee of Audit of the Justices of Northumberland have, with the approval of the Board of Magistrates, made the following deductions, viz:—						
Five per cent. on dry goods, 10 per cent. on some defective lumber, over charges on wages, provisions, boat and oars, sails, &c. . .				170 15 2		
On Doctor Thomson's bill, being a reduction from £3 10*s.* to £2 10*s.* per diem				91 0 0		
					261	15 2
Which deduction will leave a balance of . . £				. .	1,658	4 9

The charges for police and guards, police-boat, fire-arms, and counsel fee, are not, the Auditor conceives, properly chargeable against the Emigrant Fund; but as the sum of 350*l.*, paid by the captain of the "Loshtank," under special agreement with the justices of Northumberland exceeds the objectionable charges, they have not been deducted; they will (after taking into account the deductions made by the Committee of Audit) amount to 242*l.*, independent of the charge of 133*l.* 7*s.* 3*d.* for conveying emigrants to their destination.

The Auditor, not having any law to guide him on the subject, will not undertake to pass an opinion upon the charge of 114*l.* 3*s.* for commission. Detailed accounts are furnished of the various items of expenditure; and the Committee appear, from the vouchers furnished, to have paid out all the funds which came into their hands, excepting what they retained on account of commission, 100*l.* Of the unpaid balance, 300*l.* is due to the Commercial Bank, being that sum advanced on the guarantee of the Sessions, and which bears interest.

Three sets of accounts were furnished, together with lists of passengers, minutes of Sessions, including the correspondence with the captain of the "Loshtank," and a report of the Committee of Audit, wherein they propose to withdraw from the credit side of the account the payment of 350*l.* by the captain of the "Loshtank;" and from the debit side the charges for counsel, for transport of emigrants, for agency, and for sheriff and constables, and make the balance of the account, 1685*l.* 18*s.* 10*d.*

F. P. Robinson, Auditor-General.

Audit Office, September 13, 1847.

Report No. 48.—Upon the Accounts of Expenditure incurred by the Commissioners of the Almshouse, St. John, for Sick and Destitute Emigrants, on Partridge Island, during the month of July, 1847.

This is the account of William O. Smith, one of the Commissioners, for moneys paid for supplies, boatmen, and conveyances, nurses, and attendants, &c., for the emigrants at Partridge Island, in July, 1847, amounting to 431*l.* 17*s.*

The account is correctly made up and vouched, and Mr. Smith certifies, under oath, that the account is just and true, and that the articles and services were procured at the lowest prices for cash payments.

F. P. Robinson, Auditor-General.

Audit Office, January 10, 1848.

REPORT No. 2.—Upon Accounts of Expenditure incurred, and Services performed in the Relief of Sick and Destitute Emigrants at St. John, in the year 1847.

No. 1 is an account of expenses incurred by the Commissioners of the almshouse, St. John, for accommodation, support, relief, &c. of sick and destitute emigrants, from the 1st day of October to the 30th day of November, 1847, viz. :—

	£.	s.	d.
Supporting 1288 emigrants an aggregate of 5052 ⅞ weeks, at 4*s.* 2*d.*	1052	12	11
Further expenditure on the buildings	160	15	8
Clothing, bedding, stoves, and hospital furniture	197	6	5
Nurses and attendants	39	12	6
Transport and burial expenses	196	9	8
Total	£1646	17	2

The account is signed by Commissioners James Gallagher and William O. Smith, and sworn to by William Craig, keeper of the almshouse. The details are correctly summed up, ut no sub-accounts or receipts are furnished.

No. 2 is the account of Dr. Harley, for 70 days' medical attendance at the emigrant sheds, (St. John,) to the 30th November, 1847, at 10*s.* per diem, extended 35*l.* 10*s.*, but amounts to only 35*l.*

Commissioner Henry Chubb certifies that the above service was faithfully performed.

No. 3 is the account of Patrick Colton, for 102 days' attendance on the emigrants, to December 1, 1847, at 5*s.* per diem, and for brooms, &c. furnished, amounting, in all, to 26*l.* 12*s.* 9*d.*

Commissioner Henry Chubb certifies that the above service was faithfully performed. The account is correctly made up.

F. P. ROBINSON, Auditor-General.

Audit Office, March 27, 1848.

REPORT No. 35. — Upon Accounts of Services performed, and Expenses incurred in the Relief of Sick and Destitute Emigrants, in the year 1847, and part of 1848.

No. 1. Benjamin Wolhaupter, Commissioner of Emigrants, Fredericton.

This is Mr. Wolhaupter's account of sums expended and liabilities incurred in the assistance of sick and destitute emigrants, from July, 1847, to March, 1848, which may be classed as follows :—

	£	s.	d.
For provisions, fuel, bedding, stoves, cooking utensils, clothing, and contingencies	698	17	7
Wines, liquors, groceries, Grosvenor's bill No. 48, certified by the doctor, as procured by his order, he considering it necessary	250	17	0
Buildings and enclosures	391	16	4
Wages of keepers, nurses, labour, and washing	99	13	4
Pecuniary assistance, including 10*l.* to the widow of a keeper, who died from fever contracted in the discharge of his duty, and passages paid	13	7	6
Medical attendant from the beginning of July, 1847, to the end of February, 1848	115	0	0
Apothecary's bill	42	4	8
Coffins and burial fees	36	15	6
Total	1648	11	11
He credits, warrant on the Treasury	600	0	0
And shows a balance of	£1048	11	11

Vouchers have been produced, showing the payment of 636*l.* 6*s.*; and detailed accounts Nos. 1 to 69 inclusive, and amounting to 1648*l.* 11*s.* 11*d.*, accompanying the Commissioner's account. It is sworn to and correctly made up, and no charge is made by the Commissioner for his services.

F. P. ROBINSON, Auditor-General.

NEW BRUNSWICK.

Despatches from the Right Hon. Earl Grey,
Secretary of State.

BRITISH NORTH AMERICA.

No. 1.

(No. 62.) No. 1.

Copy of a DESPATCH from Earl Grey to Lieut.-Governor Sir E. Head, Bart.

Sir, Downing-street, October 1, 1848.

With reference to your Despatch, No. 53,* of the 3rd July last, I have the honour to transmit, for your information, the copy of a letter which I have received from the Lords Commissioners of the Treasury, enclosing a report from the Commissioners of Customs relating to the case of the emigrant vessel "Linden," to which you directed my attention in the Despatch to which I have referred.

September 18, 1848.

I have, &c.,

Lieut.-Governor Sir E. Head, Bart., &c. &c. &c.

(Signed) GREY.

Encl. 1 in No. 1.

Enclosure in No. 1.

Sir, Treasury Chambers, September 18, 1848.

With reference to your letter of the 3rd ultimo, I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copy of a report from the Commissioners of Customs, dated the 12th instant, relating to the case of the emigrant vessel "Linden," and I am to request that you will submit the same to Earl Grey for his Lordship's information.

I am, &c.,

H. Merivale, Esq., &c. &c.

(Signed) C. E. Trevelyan.

Encl. 2 in No. 1.

Enclosure 2 in No. 1.

May it please your Lordships,

Your Lordships having referred to us the annexed letter from Mr. Herman Merivale, one of the Under Secretaries of State for the Colonies, transmitting an extract from a report received from the Emigration Agent at St. John's, New Brunswick, relative to the emigrant vessel "Linden," with passengers from Galway,

We report—

That it appears by a statement from our principal officers at Galway, that the vessel in question cleared out at that port for St. John's on the 6th May last with passengers, and was detained for several days after being ready for sea, in consequence of not being provided with a duly-qualified surgeon, and that the ship agent, finding that the vessel could not be cleared, left the victualling bill and other documents partially filled up, with the intention of completing the same when a surgeon had been procured.

That when a surgeon was procured, the collector of this revenue being anxious, as he alleges, to afford every facility for the sailing of the vessel after her previous detention, omitted, in the hurry of business, to observe that the victualling bill had not been completed, for which omission he has expressed his regret.

It may be proper to observe, however, that, in his capacity as Emigration Officer, the collector had obtained from the tide-surveyor the usual certificate that the following provisions and water were on board, for the use of 192 passengers, viz. :—

5 tons 15 cwt. of bread, flour, and meal, of good and wholesome quality, and 10,000 gallons of fresh water.

We beg to add, that we have enjoined the collector to be more circumspect in future.

Geo. R. Dawson.
T. G. Lushington,
H. Richmond,
W. Dickinson.

Custom House, September 12, 1848.

No. 2.

(No. 69.) No. 2.

Copy of a DESPATCH from Earl Grey to Lieut.-Governor Sir E. Head, Bart.

Sir, Downing-street, November 1, 1848.

I have the honour to acknowledge the receipt of your Despatch, No. 84, of the 13th ultimo, on the subject of the present state of the finances of New Brunswick.

With reference to that part of your Despatch in which you request that no time may be lost in enabling you to receive such amount as may have been

* Page 12 of North American Emigration Papers, presented by command to both Houses of Parliament, August, 1848.

BRITISH NORTH AMERICA.

voted by Parliament for repaying to the Provincial Government the expenses incurred by them in respect of the emigration of 1847, I transmit, for your information, copies of a correspondence with the Board of Treasury, from which you will perceive that, while it is indispensable that Her Majesty's Government should be furnished with some plainer and more distinct account of these expenses than that which has already been supplied, the Lords Commissioners of the Treasury have agreed, at my request, to make an immediate advance on account. The Commissariat officer will therefore be instructed to pay to the Provincial Treasurer the sum of 7410*l.* currency, being half the amount at which the expenditure on immigrants into New Brunswick, beyond the proceeds of the Immigrant Tax, was estimated at this department upon the receipt of the accounts contained in your Despatch, No. 49, of the 19th of June last.

Colonial Office, August 9.

Treasury, Oct. 6.

Treasury, Oct. 27.

I have, &c.,

Lieut.-Governor Sir E. Head, Bart., &c. &c. &c.

(Signed) GREY.

Enclosure 1 in No. 2.

Encl. 1 in No. 2.

SIR, Downing-street, August 9, 1848.

WITH reference to my letter of the 13th of April last, and to your reply of the 14th of April, upon the question of making an allowance to the provinces of Canada and New Brunswick, in consideration of a heavy outlay which they incurred for distressed emigrants last year, and subject to the condition that henceforward they were to look to no annual grant from this country for the relief of emigrants, I am directed by Earl Grey to transmit to you, for the information of the Lords Commissioners of the Treasury, the enclosed copy of a Despatch from the Governor of New Brunswick, accompanied by a statement of the sums which had been received and disbursed in that colony on account of immigrants, in each year from 1832 to 1847.

No. 49, June 19, 1848.

Printed in Series of North American Papers of July 1848, page 18.

Lord Grey has repeatedly applied for a distinct account of the sum which the province could claim, on the same grounds as were laid down for Canada, but has been unable to obtain anything more explicit than the present statement, upon which, therefore, he would now propose to form the best decision which these materials will admit.

According to them, the general balance of expenditure over receipts for all the past years would appear to be 16,467*l.*; but it appears to Lord Grey that the proper course in reference to the general views which were adopted on this subject would be to deduct from the expenditure of 1847 the receipts for that year, and to make a grant to the province of the balance, which, by this mode of proceeding, would be 14,820*l.*

Lord Grey would wish to submit to the Lords Commissioners of the Treasury the fairness of applying to New Brunswick the same principle on this subject which has been adopted for Canada; and he would propose, therefore, that such sum should be allotted to the former province as upon a review of the foregoing statement their Lordships may deem proper.

I have, &c.,

Sir C. E. Trevelyan, &c. &c.

(Signed) B. HAWES.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

SIR, Treasury Chambers, October 6, 1848.

HAVING laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 9th August last, upon the question of making an allowance to the provinces of Canada and New Brunswick, in consideration of a heavy outlay which they incurred for distressed emigrants last year, I am directed by their Lordships to acquaint you that they concur in the views expressed by Earl Grey of the fairness of applying to New Brunswick a similar measure of relief from the pressure arising from the immigration into that province of sick and destitute persons from Ireland in 1847, as has been adopted for Canada; and, as his Lordship is aware, they have included in the grant obtained from Parliament for this object a provision for the repayment of such expenses as can be fairly claimed on this account by the former province.

I am to request, however, that you will suggest to Lord Grey the propriety of obtaining from the Lieutenant-Governor of New Brunswick a more specific statement of the expenditure strictly connected with the influx of sick and destitute emigrants into the province in 1847 than has yet been furnished, before any payment is made in aid of the local funds from the Parliamentary grant. In the case of Canada, the closing of the navigation established a limit by which the immigrants of 1847 were distinguished from those of the following season; and the account of expenditure connected with their relief, for the repayment of which provision has been made by Parliament, extended only to the 15th March, 1848. My Lords, however, observe, that the account enclosed in Sir E. Head's Despatch of the 6th July last, which accompanied your communication, embraces a period up to the 1st May, 1848, and appears also to include relief afforded in distant parts of the province, which could have no reference to

* Vide page 18, Papers on North American Emigration, presented by command, July, 1848.

BRITISH NORTH AMERICA.

the sickly state in which the emigrants had reached New Brunswick. There can obviously be no claim on this country for the maintenance of healthy emigrants after their arrival at the place of their destination in the interior, or for any other charge than that which can be fairly attributable to the extraordinary pressure upon the province in 1847, from the character of the emigration of that year: and my Lords suggest that the Lieutenant-Governor should be called upon to furnish such an account as will clearly show what may be fairly claimed in this view of the subject; and that he should be apprised that, on the receipt of the same, my Lords will be prepared to consider what payment may be properly made to the province on account thereof.

I am, &c.,

H. Merivale, Esq., &c. &c. (Signed) C. E. Trevelyan.

Encl. 3 in No. 2.

Enclosure 3 in No. 2.

Sir, Treasury Chambers, October 27, 1848.

In reply to your letter of the 16th instant, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Earl Grey, that my Lords do not object to the payment to the province of New Brunswick to a portion of the sum provided by Parliament for reimbursing to the province the expenses incurred in 1847 for sick and destitute emigrants from Ireland, and will direct the officer in charge of the Commissariat at the station to pay to the provincial treasurer the sum of 7410*l.* currency, being half the amount at which the expenditure incurred in New Brunswick on this account was estimated in Mr. Merivale's letter of the 9th August last.

I am, &c.,

T. F. Elliot, Esq., &c. &c. (Signed) C. E. Trevelyan.

No. 3.

(No. 76.)

No. 3.

Copy of a DESPATCH from Earl Grey to Lieut.-Governor Sir E. Head, Bart.

Sir, Downing-street, November 17, 1848.

With reference to your Despatch, No. 65,* of the 11th July last, enclosing a letter from Mr. Perley, relative to the bad quality of the provisions put on board the emigrant ship "Hornet;" I transmit, for your information, the accompanying copy of a report from the Colonial Land and Emigration Commissioners, and I trust that the caution which has been given to the emigration officer at Limerick will ensure greater care for the future in the examination of provisions.

Nov. 11, 1848.

I have, &c.,

Lieut.-Governor Sir E. Head, Bart. &c. &c. &c. (Signed) GREY.

Encl. in No. 3.

Enclosure in No. 3.

Colonial Land and Emigration Office, November 11, 1848.

Sir,

In reference to your letter of the 11th August last, enclosing a Despatch from the Lieut.-Governor of New Brunswick, relative to the alleged bad quality of the provisions put on board the emigrant ship "Hornet," from Limerick, we have the honour to report, for Earl Grey's information, that the emigration officer at that port, to whom we referred the whole of the papers on the subject, has informed us that he examined the biscuit, flour, and meal, before the ship sailed, and was satisfied that they were wholesome, and that he can only account for their having been found bad by the supposition that they were subsequently spoilt by damp.

As three of the passengers deposed to the unwholesomeness of the first provisions that were issued on the fourth day after the ship left Limerick, we think that their bad quality cannot be explained in the manner suggested by Mr. Lynch, but that they must have been bad when put on board. We have therefore felt it our duty to inform Mr. Lynch that his explanation has not removed the unfavourable impression which the depositions in this case were calculated to excite, cautioning him at the same time to be more careful for the future in examining provisions.

With respect, however, to an observation of Mr. Perley that it was fortunate that the passengers had some provisions of their own, it is due to Mr. Lynch to add that he has explained that this was entirely owing to him, and that it would not have been the case had he not required all of them to have four or five stone of bread-stuff over and above the ship's provisions.

We have, &c.,

(Signed) T. W. C. Murdoch.
Frederic Rogers.

Herman Merivale, Esq., &c. &c. &c.

---

* Page 16, Papers on North American Emigration, presented to both Houses of Parliament by command, August, 1848.

(No. 93.) No. 4.

BRITISH NORTH AMERICA.
No. 4.

Copy of a DESPATCH from Earl Grey to Lieut.-Governor Sir E. Head, Bart.

Sir, Downing-street, January 7, 1849.

1. I have the honour to acknowledge your Despatch, No. 91,* of the 14th October, accompanied by a report from the emigration agent at St. John, on the immigration into the province during the quarter ending 30th September last. Page 63.

2. I observe that the whole immigration during the quarter amounted to 752 souls; that the only one death on the voyage was of an infant born on board, and that there had been no emigrants at the Quarantine Station since the beginning of August. I also perceive that nearly all the immigrants of the present season, as well as 5000 natives or residents in the colony, are estimated by Mr. Perley to have departed for the United States, in consequence of the depressed state of business.

3. You are led by this statement to remark that "the necessary suspension "of works on the roads during the winter makes it, under any circumstances, "extremely difficult to ensure to emigrants without capital employment "sufficient to enable them to go on until the crop of the second year is "applicable to their support."

4. This consideration certainly would appear to show that there would be danger in stimulating the emigration of the labouring classes to the province, unless accompanied by such an influx of capital as would enable them to obtaina livelihood by working for wages, or without the aid of a large grant ofpublic money to provide for their subsistence, and for furnishing them with dwellings, lands, and the means of cultivation.

I have, &c.,
(Signed) GREY.

Lieut.-Governor Sir E. Head, Bart.,
&c. &c. &c.

(No. 95.) No. 5.

No. 5.

Copy of a DESPATCH from Earl Grey to Lieut.-Governor Sir E. Head, Bart.

Sir, Downing-street, January 10, 1849.

With reference to your Despatch, No. 86, of the 13th* September last, in which you direct my attention to the remarks of Mr. Perley on the subject of the provisions on board the "Lady Lilford," and the general inferiority of the stores shipped at the port of Limerick, I transmit, for your information, the copy of a report from the Colonial Land and Emigration Commissioners, containing the result of their inquiries into Mr. Perley's statements. Page 60.

December 30.

I have, &c,
(Signed) GREY.

Lieut.-Governor Sir E. Head, Bart.,
&c. &c. &c.

Enclosure in No. 5.

Encl. in No. 5.

Colonial Land and Emigration Office,
December 30, 1848.

Sir,

In reference to Mr. Perley's remarks on the emigrant ship "Æneas" from Berehaven, to which attention was called in Sir Edmund Head's Despatch of the 13th September last, No. 86, we have the honour to state, for Earl Grey's information, that having referred Mr. Perley's statement to the Commissioners of Customs they have forwarded to us a report from their officer at Berehaven, from which it appears that he minutely examined the platform deck, and ascertained that it was securely fitted and the beams well bound. As evidence of the deck's security, he observes that 20 tons of meal were brought upon it from Cork to Berehaven, being at least four times the weight of the passengers and luggage. He also states that he examined the water-casks, and that they contained, to the best of his judgment, the quantity required by law.

2. We have in former reports explained that, provided the deck beams are securely fitted, the Act does not exclude the small class of vessels referred to by Mr. Perley. Whether they ought to be excluded is a different question. We observe that Mr. Perley, to whose opinion

BRITISH NORTH AMERICA.

in a manner of this kind we attach no little weight, takes every opportunity of recommending their exclusion; but, on the other hand, he does not allege that there is any more sickness or mortality in them than in larger vessels. In the present instance there were no deaths, although the voyage reached to the unusual length of 67 days, and the passengers are stated to have "arrived in very good health, clean and hearty." And Sir William Colebrooke has remarked in his Despatch of the 6th July, 1847,* that the emigrants in that year had been observed to arrive in better health in the smaller than in the larger vessels. Under these circumstances, and considering moreover that the space for each passenger has recently been increased from 10 to 12 superficial feet, and that the general exclusion of vessels originally constructed without any beams for their lower deck would shut out from the passenger trade, along with perhaps some objectionable vessels, many eligible ships; it does not appear to us that there are sufficient grounds for an alteration in the law on the present point.

We have, &c.,

(Signed) T. W. C. Murdoch.
C. Alexander Wood.

Herman Merivale, Esq.,
&c. &c.

* Page 64, Papers on North American Emigration, presented to both Houses of Parliament by command, December, 1847.

PRINCE EDWARD ISLAND.

Despatch from the Lieut.-Governor Sir D. Campbell.

BRITISH NORTH AMERICA.

No. 1.

(No. 59.) No. 1.

Copy of a DESPATCH from Lieut.-Governor Sir Donald Campbell, to Earl Grey.

Government House, Prince Edward Island, Aug. 4, 1848.

My Lord, (*Received August* 21, 1848.)

I have the honour to acknowledge the receipt of your Lordship's Despatch of the 30th June,* No. 30, conveying your Lordship's view with respect to 4th, 6th, and 18th sections of the Act,† for regulating the introduction of immigrants, passed in the last session of the Legislature of this island.

I regret that any part of the Act referred to should have failed to receive your Lordship's approval, as with the exception of the 6th section, requiring masters of vessels to make certain issues of food to the passengers throughout the voyage unless any enactment to the contrary shall have been made by the Imperial Parliament; it was the endeavour of the local Legislature to assimilate its provisions in all essential points to the Emigration Act passed by the Legislature of Canada, in accordance with the suggestions communicated in your Lordship's Despatch of the 2nd December last, No. 5,‡ and with that object, the 4th section requiring the master to publish correct lists of his passengers, and to give bond for all above a certain age who appear most indigent and infirm; as also the 18th section which makes the wrecks of emigrant vessels liable for any taxes, rates, and penalties, claimable under the Act, were introduced into the Bill.

I have taken the necessary steps to prevent any proceedings being instituted against the masters of vessels or others for any infringement of the 6th section of the Act, and proper discretion and forbearance shall be exercised to mitigate the consequences of the responsibility imposed upon masters of emigrant vessels by the 4th section.

As regards the 18th section I will bring it under the notice of the Council and Assembly in the next session of the Legislature with the view to its repeal.

I have, &c.,

(Signed) DONALD CAMPBELL.
Lieut.-Governor.

The Right Hon. Earl Grey,
&c. &c. &c.

* See page 58, Papers on North American Emigration, presented to both Houses of Parliament, June, 1848.

† This Act will be found printed at page 53 of the North American Emigration Papers, June, 1848.

‡ Page 166, Papers on North American Emigration of December, 1847.

NOVA SCOTIA.

Despatch from the Right Hon. Earl Grey, Secretary of State.

BRITISH NORTH AMERICA.

No. 1.

(No. 133.) No. 1.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir JOHN HARVEY.

SIR, Downing-street, December 1, 1848.

See page 22 of Papers presented by command to both Houses of Parliament, July, 1848.

193, April 6, 1848.

See page 27 of Papers presented by Command, April, 1848.

WITH reference to the Act on immigrant vessels of which I received the authentic copy amongst the laws enclosed in your Despatch, No. 51, of the 18th of August last, I have the honour to acquaint you, that to the main provisions of that measure, I see no objection, but as to the clause which makes the wrecks of ships liable for the maintenance and conveyance of their passengers to their destination, it is my duty to put you in possession of the enclosed copy of a Despatch to Lord Elgin, in which you will see the observations I had to make on a similar clause inserted in the Immigrant Act of that province. You will perceive, that equitable as appears the object of such an enactment, yet when a vessel is lost the wreck may become the property of other persons than her previous owners, and that it might interfere with fair claims on the part of insurers to render such wrecks liable to special local charges.

I have, &c.,

Sir John Harvey, (Signed) GREY.
&c. &c

LONDON: Printed by W. CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

EMIGRATION.

(NORTH AMERICAN AND AUSTRALIAN COLONIES.)

RETURNS to Two Addresses of the Honourable The House of Commons, dated 15 May and 27 July 1849; *viz.*

ADDRESS, 15 May.

"COPIES or EXTRACTS of any DESPATCHES relative to EMIGRATION to the NORTH AMERICAN and AUSTRALIAN COLONIES; in continuation of the Papers presented to this House in August 1848 and February 1849."

(*Mr. Monsell.*)

ADDRESS, 27 July.

"COPIES or EXTRACTS of any DESPATCHES relative to EMIGRATION to the NORTH AMERICAN and AUSTRALIAN COLONIES, since those moved for on the 15th day of May last."

(*Mr. Hawes.*)

Colonial Office, Downing-street, 31 July 1849.

B. HAWES.

(PART II.—*North American Colonies.*)

Ordered, by The House of Commons, *to be Printed,*
31 *July* 1849.

CANADA.

DESPATCHES FROM GOVERNOR-GENERAL THE RIGHT HONOURABLE THE EARL OF ELGIN.

Number in Series.	Date and Number.	SUBJECT.	Page.
1	14 March - 1849 (31)	IMMIGRATION BILL. Encloses Duplicate Despatch, No. 28, 2 March, containing Draft of a Bill for reducing the Immigrant Tax - -	1
2	24 April - 1849 -	TAX ON IMMIGRANTS landing at New York. Information on the subject - - - - - - - - - - - -	6
3	1 May - 1849 (40)	CASE OF THE EMIGRANT SHIP, "ST. JOHN." Infraction of the Passengers' Act. Report of the Chief Emigration Agent - -	6

DESPATCHES FROM THE RIGHT HONOURABLE EARL GREY, SECRETARY OF STATE.

1	1 March - 1849 (337)	EMIGRATION RETURNS. Acknowledging the Returns of Ships arrived at Quebec in 1848. Explanation of the CAUSE of EXCESS OF NUMBER OF EMIGRANTS IN VESSELS FROM LIMERICK. Measures for preventing such Excess in future - -	9
2	10 March - 1849 (339)	IMMIGRATION EXPENDITURE OF 1847. Encloses Treasury letter of 6 March 1849, calling for further information - - -	11
3	16 March - 1849 (341)	CASE OF THE EMIGRANT SHIP, "ST. JOHN." Report of the Customs Officers at Galway on an alleged infraction of the Law -	12
4	14 April - 1849 (345)	MINUTE OF COUNCIL ON IMMIGRATION, AND CHIEF AGENT'S ANNUAL REPORT acknowledged. Proposed modification of the Immigrant Tax Act is satisfactory - - - - -	13
5	30 May - 1849 (369)	INFRACTION OF PASSENGERS' ACT. Report from the Commissioners of Customs on preventing the EXCESS OF NUMBERS IN VESSELS FROM LIMERICK. Proposed appointment of a Medical Inspector - - - - - - - - - - -	13

NEW BRUNSWICK.

DESPATCHES FROM LIEUTENANT-GOVERNOR SIR E. HEAD.

1	3 February - 1849 (14)	REPORT of COMMITTEE OF COUNCIL ON EMIGRATION, AND SETTLEMENT OF WILD LANDS, containing a description of the general features and produce of each county of the province, and their capabilities for Settlement, as also remarks on the SYSTEM OF DISPOSING of CROWN LANDS - - - - -	16
2	31 March - 1849 (32)	CAPABILITIES OF NEW BRUNSWICK FOR SETTLEMENT. Description of Labourers required, and Estimate of COST OF PREPARATIONS FOR RECEIVING AN EMIGRANT FAMILY, their Housing, &c. for the first Winter - - - - - -	26
3	13 April - 1849 (39)	CROWN LANDS. Report of the Surveyor-general on their present State, and containing suggestions for their Settlement. Plan of Free Grants in return for Labour on Public Roads referred to. Return of CROWN LAND REVENUE from 1829 to 1848 - - - -	27

DESPATCHES FROM LIEUTENANT-GOVERNOR SIR E. HEAD—*continued.*

Number in Series.	Date and Number.	SUBJECT.	Page.
4	24 April - 1849 (42)	IMMIGRANT TAX. Reports the indisposition of the Legislature to diminish the Tax. Feeling produced in the case of the Immigrants per "Star," and general effect of the Immigration of 1847 - -	47
5	15 May - 1849 (46)	EMIGRANT SHIPS - - - - - - - - - -	48
		Emigration Agents' Report of arrival and Returns for Ships	
		"British Queen" - - - - - - - -	49
		"Magog" - - - - - - - - -	50
		"Londonderry" - - - - - - - -	51
		"Goliah" - - - - - - - - -	52
		"Pallas" - - - - - - - - -	53
		"John" - - - - - - - - -	54
		The Immigration of the Season will probably be limited - -	48
6	15 May - 1849 (47)	CASE OF THE EMIGRANT SHIP "GOLIAH." Emigration Agent's Report of complaints - - - - - - - - -	55
7	17 May - 1849 (51)	EMIGRANTS BY THE "SUSAN" arriving in a state of Destitution, and sent from Poor-houses in Ireland - - - - - -	57
		Emigration Agent's Report. Ship Return. Passage-Ticket, &c. Enclosed.	
		Immigrants, per "Star." Notices proposal respecting - - -	58
8	31 May - 1849 (53)	EMIGRANT SHIPS. Emigration Agent's Report of Arrivals, and Returns of Ships "Albion" and "Waterford" - - - - -	60
9	ACT, c. LXIV., 1848 -	EMIGRANTS. Relative to Immigration, and to the care and safe keeping of the Children and Property of Deceased Emigrants - - -	63
10	ACT, c. IV., 1849 - -	CROWN LANDS. To facilitate their Sale and Improvement in certain cases - - - - - - - - - - - - - -	65
11	ACT, c. XIX., 1849 -	CROWN LANDS. Commutation of Debts due to the Crown by Settlers in certain cases, for work on Public Roads - - - - - -	65

DESPATCHES FROM THE RIGHT HONOURABLE EARL GREY, SECRETARY OF STATE.

1	23 February - 1849 (115)	IMMIGRATION EXPENDITURE, 1847. Repayment of 7,108*l.*, directed to be made in full, of the amount of 14,518 *l.* 9 *s.* 8 *d.*, Expended from Provincial Funds - - - - - - - -	67
2	10 May - 1849 (127)	REPORT OF THE COUNCIL ON IMMIGRATION, AND THE SETTLEMENT OF WILD LANDS Acknowledged - - -	67
		Observations on the following topics:	
		Excess of Immigration into New Brunswick - - -	67
		Defects in the system of disposing of Crown Lands - -	68
		Increase of Price of Land. Land Tax - - - -	68
		Disposal of Land in Small Lots to Settlers, who should pay One-fourth of the price, and contribute the remainder by Labour on Public Roads - - - - - -	68
		Objections to sales of Land on Credit, &c. - - - -	68

NOVA SCOTIA.

DESPATCH FROM LIEUTENANT-GOVERNOR SIR J. HARVEY.

	13 June - 1849 (121)	IMMIGRANT TAX. Relative to a double payment in the case of certain of the Duke of Sutherland's Emigrants proceeding to Prince Edward Island, who landed for a short time at Pictou - - -	69

DESPATCH FROM THE RIGHT HONOURABLE EARL GREY, SECRETARY OF STATE.

Number in Series.	Date and Number.	SUBJECT.	Page.
1	10 May - 1849 (166)	IMMIGRANT TAX. Report called for on the Duke of Sutherland's Representation, relative to a Double Payment in the case of certain of his Emigrants - - - - - - - - - - -	71

PRINCE EDWARD ISLAND.

DESPATCH FROM THE RIGHT HONOURABLE EARL GREY, SECRETARY OF STATE.

1	10 May - 1849 (75)	IMMIGRANT TAX. DOUBLE PAYMENT. Instructions with a view to prevent a double payment in the case of certain of the Duke of Sutherland's Emigrants - - - - - - - - - -	74
2	Cap. XXVII. - - -	An Act to repeal and alter certain parts of the Emigrant Act, 11 Vic. c. 3. (Passed 2 May 1849) - - - - - - - - - -	74

MISCELLANEOUS LETTERS.

1	21 February 1849 - - Report from the Colonial Land and Emigration Commissioners.	REMITTANCES FROM EMIGRANTS in British North America and the United States, to enable their friends to Emigrate. Report and Statement thereon - - - - - - - - - -	75
	14 June 1849 - - H. U. Addington, Esq. to H. Merivale, Esq.	LAWS OF THE UNITED STATES AFFECTING IMMIGRANTS Copies of the Laws passed in the State of New York in the Years 1847, 1848 and 1849; viz.	77
		Passed 5 May 1847 Concerning Passengers in Vessels coming to the City of New York - - -	78
		14 Dec. 1847 " To amend Title 4, c. 14, of Part I. of the Revised Statutes, intituled, 'Of the Marine Hospital and its Funds'" -	81
		15 Dec. 1847 " An Act to amend an Act, intituled, 'An Act concerning Passengers in Vessels coming to the City of New York,' passed 5 May 1847" - - -	81
		7 April 1848 " An Act to supply the Deficiency in the Money for the use and support of the Marine Hospital at Staten Island" -	82
		12 April 1848 An Act in explanation of the above - -	83
		11 April 1848 " An Act for the Protection of Emigrants arriving in the State of New York" -	83
		11 April 1849 " An Act to amend certain Acts concerning Passengers coming to the City of New York" - - - - - - -	85
		10 April 1849 " An Act to provide for the establishment of Hospitals at Sandy Hook" - -	89
		10 April 1849 " An Act to amend an Act, intituled, 'An Act for the Protection of Emigrants arriving in the State of New York," passed 11 April 1848" - - -	90
		11 April 1849 Further Act in Amendment thereof -	91

PAPERS

RELATIVE TO

EMIGRATION TO THE NORTH AMERICAN AND AUSTRALIAN COLONIES.

PART II.—*North American Colonies.*

CANADA.

Despatches from Governor-General the Right Honourable the Earl of Elgin and Kincardine.

—No. 1.—

(No. 31.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 14 March 1849.

My Lord, (Received, 4 April 1849.)

No. 1.
Earl of Elgin to Earl Grey, 14 March 1849.

I HAVE the honour to transmit herewith a duplicate of my despatch of the 2d instant, with a copy of a Bill relating to immigration, in case the original, which was forwarded by New York, should not have reached your Lordship.

To the information contained in that despatch I have merely to add, that this Bill has now passed both Houses of the Provincial Legislature, and only awaits my sanction, which it will receive on an early day, to become law.

I have forwarded copies of the Bill to the Lieutenant-governors of Nova Scotia, New Brunswick and Prince Edward's Island.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 1.

(No. 28.)

Government House, Montreal,

My Lord, 2 March 1849.

Encl. 1, in No. 1.

I HAVE much satisfaction in transmitting to your Lordship the accompanying draft of an Immigration Bill, which has been read a second time in the House of Assembly, and passed through committee. It reduces the tax on immigrants from an indiscriminate rate of 10*s.* per head to a rate of 7*s.* 6*d.* for adults, of 5*s.* on immigrants between the ages of 5 and 15, and it exempts altogether from charge children under the age of 5. The clauses which your Lordship considered objectionable in the Act of last year, are all omitted, as well as those which imposed increased rates on passengers detained in quarantine, or arriving late in the year. I trust that this measure, which is framed in a most liberal spirit, will have the effect of removing the prejudice against the port of Quebec, which seems to have been excited by the stringent provisions of the Act passed last year.

I have, &c.

The Right hon. the Earl Grey, &c. &c. &c.

(signed) *Elgin & Kincardine.*

Enclosure 2, in No. 1.

AN ACT to repeal certain Acts therein mentioned, and to make further Provision respecting Emigrants.

Encl. 2, in No. 1.

WHEREAS it is necessary to repeal certain Acts hereinafter mentioned, and to make such further provision with reference to emigration as will tend to prevent the introduction into this province of a pauper emigration labouring under disease, and at the same time to encourage the introduction of a more healthy and useful class of emigrants: Be it therefore enacted, &c.

Preamble.

Repeal of the Acts 4 & 5 Vict. c. 13, and 11 Vict. c. 1.

And it is hereby enacted, by the authority of the same, that the Act of the Legislature of this province passed in the session held in the fourth and fifth years of Her Majesty's reign, and intituled, "An Act to create a Fund for defraying the Expense of enabling Indigent "Emigrants to proceed to their Place of Destination, and of supporting them until they can "procure Employment," and the Act of the said Legislature, passed in the 11th year of Her Majesty's reign, and intituled, "An Act to make better Provision with respect to "Emigrants, and for defraying the Expenses of supporting Indigent Emigrants, and of "forwarding them to their Place of Destination, and to amend the Act therein mentioned," be and the same are hereby repealed.

A rate or duty to be paid on each Emigrant or Passenger coming from Europe into this province by sea.
7*s.* 6*d.*

10*s.*

By whom payable.

II. And be it enacted, that there shall be raised, levied and collected a rate or duty, payable in the manner hereinafter prescribed, by the master or person in command of every vessel arriving in the port of Quebec or in the port of Montreal from any port of the United Kingdom, or of any other part of Europe, with passengers or emigrants therefrom, and such rate or duty shall be 7*s.* 6*d.* currency for every adult passenger or emigrant, and 5*s.* for every other passenger or emigrant between the ages of 5 and 15 years, who shall have embarked from any port in the United Kingdom under the sanction of Her Majesty's Government, ascertained by a certificate from one of the officers of Her Majesty's Customs at the port at which such vessel shall have cleared, and 10*s.* currency for every passenger or emigrant who shall have embarked without such sanction; and such rate or duty shall be paid by the master or person in command of such vessel, or by some person on his behalf, to the collector or other chief officer of the Customs at the port at which such vessel shall be first entered, and at the time of making such first entry, which shall contain on the face of it the number of passengers actually on board the vessel; and no such entry shall be deemed to have been validly made, or to have any legal effect whatsoever, unless such rates or duties be so paid as aforesaid: Provided always, that no child under the age of five years shall be reckoned among the number of passengers; and provided also, that any draft, order or other document made or signed by any person in the United Kingdom aforesaid, duly empowered to that effect by Her Majesty's Government, and directed to Her Majesty's Commissary-general or other officer having charge of the military chest in this province, and authorizing the payment to the collector or chief officer of the Customs aforesaid, of the rate or duty which would otherwise be payable by the master of any vessel for any emigrant or any number of emigrants on board such vessel, shall be taken and accepted by the collector or chief officer as payment of the rate or duty payable on such emigrant or emigrants; and the sum mentioned in such order shall thereafter be received by such collector or chief officer, and paid over and applied in the same manner as other money raised under the authority of this Act.

Proviso: children under five years exempted.

Proviso: Drafts drawn by order of the Government to be taken in payment of the duty.

Increased rate to be payable for passengers not on the ship's passenger list.

40*s.*

III. And whereas, masters of vessels are in the practice of embarking passengers after the vessel has been cleared and examined by the proper officer at the port of departure, and without delivering lists of such additional passengers to some officer to whom by law the same ought to be delivered; for the prevention and punishment of such practice, be it enacted, that for every passenger not included in the list of passengers delivered to the collector or officer of Her Majesty's Customs at the port of departure, or at the port where such additional passenger may have been embarked, or at the port at which such vessel may have touched after the embarkation of such passenger, the master or person in command of such vessel shall, in addition to the rate or duty payable as aforesaid, and at the same time and under the same penalties, pay to the collector or chief officer of the Customs at the port of Quebec or Montreal, at whichsoever the said vessel shall be first entered, the sum of 40*s.* currency, for each passenger so embarked as aforesaid, and not included, in one of the said lists.

Passengers not to leave the ship until the duty is paid.

Penalty for contravention, 5*l.* 25*l.*

Proviso: List of passengers to comprise certain particulars.

IV. And be it enacted, that no master or person having the command of any vessel arriving in either of the ports last-mentioned, shall permit any passenger to leave such vessel, until he shall have delivered to the collector or other chief officer of Her Majesty's Customs at such port, a correct list of all passengers on board of such vessel at the time of her arrival at such port, nor until such list shall have been certified to be correct, and a certificate of such correctness, and a permission to allow his passengers to leave the vessel, and a receipt for the duties payable by him under the provisions of this Act, shall have been given to him by the said collector or other chief officer, under a penalty of not less than 5*l.*, and not exceeding 25*l.* currency, to be paid by such master or person having the command of the vessel, for every passenger leaving the same contrary to the provisions of this Act: Provided always, that the said list shall contain the name of each head of a family being a passenger on board such vessel, his profession or trade, his country, and the place of his destination, and the number of grown persons and children belonging to his family on board such vessel, and the name of each person not belonging to any family, with the like particulars of country, trade, profession and destination.

Certain further particulars as to passengers likely to become chargeable upon the public.

Penalty for omitting such particulars and stating them falsely, &c.
5*l.* 25*l.*

V. And be it enacted, that in addition to the particulars hereinbefore required in the list of passengers to be delivered on each voyage by the master of any vessel carrying passengers and arriving in either of the ports of Quebec or Montreal, to the collector or chief officer of Her Majesty's Customs at such port, the master shall report in writing to the said collector or chief officer, the name and age of all passengers embarked on board of such vessel on such voyage, who shall be lunatic, idiotic, deaf and dumb, blind or infirm, stating also whether they are accompanied by relatives likely to be able to support them; and in case any such master or person having the command of any such vessel shall omit or neglect to report the particulars herein specified, or shall make any false report in any

such

such particulars, he shall incur a penalty of not less than 5 *l.*, and not exceeding 25 *l.* currency, for every such passenger in regard to whom any such omission or neglect shall have occurred, or any such false report or statement shall be made, for which the owner or owners of every such vessel shall also be liable jointly and severally, and which may be sued for and recovered as hereinafter provided.

Who shall be liable for penalty.

VI. Provided always and be it enacted, that nothing in this Act contained shall prevent the master or person having the command of such vessel from permitting any passenger to leave the vessel at the request of such passenger before the arrival of the vessel in the harbour of Quebec, but in every such case, the names of the passengers who shall so leave shall be entered in the manifest on the list of emigrants made out at the time of the clearing of the vessel from the United Kingdom or other part of Europe as aforesaid, and shall be certified under the signatures of the passengers so leaving the vessel; and if the number of passengers remaining on board on the arrival of the vessel in the harbour of Quebec, do not correspond with that mentioned in such manifest, after deducting the number who shall have so left the vessel, the master or person having the command of such vessel shall incur a penalty of 5 *l.* currency for each passenger not found on board or entered on the manifest as having left the vessel as aforesaid.

Passengers may be allowed to leave the ship at their own request on certain conditions.

Penalty for contravention.

5*l.*

VII. And be it enacted, that the said report shall further contain the name, age and last place of residence of any person who may have died during the passage of such vessel, and shall specify whether such passenger was accompanied by relatives or other persons, and the names of such relatives or other persons, who were entitled to take charge of the moneys, goods and effects which may have been left by such passenger, and if there shall have been no such relatives or other persons entitled to take charge of the same, then the said report shall fully designate the quantity and description of such property, whether money or otherwise, which shall have been left by such passenger, and the said master or person in command of any such vessel shall pay over and fully account for the same, to the collector or chief officer of Customs for the port at which the said vessel may be entered; and the said collector or chief officer of Customs shall thereupon grant unto such master a receipt for all such moneys, goods or effects as may be so placed in his hands by such master, which receipt shall contain a full description of the nature or amount thereof; and in case any master or person in command of any such vessel shall neglect or refuse to make such report, or to pay over and account for any such moneys, goods or effects as required by this section, he shall incur a penalty of not less than 5 *l.*, and not exceeding 250 *l.* currency, for every such case of neglect or refusal.

Further particular as to persons dying on the passage.

Certain monies of emigrants to be paid over to the collector in certain cases.

Penalty for contravention.
5*l.* 250*l.*

VIII. And be it enacted, that every passenger on board any vessel arriving in the harbour to which the master or person in command of such vessel shall have engaged to convey him, shall be entitled to remain and keep his baggage on board such vessel during 48 hours after her arrival in such harbour, and every such master who shall compel any passenger to leave his vessel before the expiration of the said term of 48 hours, shall incur a penalty of not exceeding 5 *l.* currency, for every passenger he shall so compel to leave his vessel, nor shall any master or person in command of such vessel, remove or cause to be removed, before the expiration of the said 48 hours, any berthing or accommodation used by his passengers under a like penalty.

Passengers entitled to remain on board the ship for a certain time after her arrival.

Penalty for compelling them to leave sooner.
5 *l.*

IX. And be it enacted, that every pilot who shall have had charge of any vessel having passengers on board, and shall know that any passenger has been permitted to leave the vessel, contrary to the provisions of this Act, and shall not within 24 hours after the arrival of such vessel in the harbour to which he shall have engaged to pilot her, inform the collector or other chief officer of Her Majesty's Customs at such place, that a passenger or passengers has or have been so permitted to leave the vessel, shall incur a penalty not exceeding 5 *l.* currency, for every passenger with respect to whom he shall have wilfully neglected to give such information.

Penalty on pilots knowing passengers have left the ship, and not reporting the fact.

5*l.*

X. And be it enacted, that it shall be the duty of the medical superintendent at the quarantine establishment in this province, forthwith after the arrival thereat of any vessel carrying passengers, to examine into their condition, and for that purpose the said medical superintendent, or such other competent person or persons as may be thereunto appointed, shall have authority to go on board and through any such vessel, and to inspect the said list of passengers, and the bill of health, manifest, log-book or otherwise of the said vessel, and, if necessary, to take extracts from the same; and if, on examination, there shall be found among such passengers any lunatic, idiotic, deaf and dumb, blind or infirm person not belonging to any emigrant family, and any such person shall, in the opinion of such medical superintendent be likely to become permanently a public charge, the said medical superintendent shall forthwith report the same officially to the collector or other chief officer of the Customs at the port of Quebec or of Montreal, at whichsoever the vessel is first to be entered, who shall require the master of such vessel, in addition to the rate or duty payable for the passengers generally to execute jointly and severally, with two sufficient sureties, a bond to Her Majesty in the sum of 75 *l.* currency for every such passenger so specially reported, conditioned to indemnify and save harmless this province or any municipality, village, city, town or county, or charitable institution within the same, from any expense or charge which shall or may be incurred within the space of three years from the execution of the said bond, for the maintenance and support of any such passenger; and the said sureties shall justify before and to the satisfaction of the said collector or chief officer, and by their oath or affirmation (which such collector or officer is hereby authorized to administer) shall satisfy him that they are respectively residents in this province, and each

Medical superintendent to go on board and examine ships and to report certain particulars.

Passenger lunatic, idiotic, &c.

Master to give security as to such passengers.
75 *l.*

Justification of the sureties.

each worth double the amount of the penalty of such bond over and above all their debts and liabilities, personal and real.

Money paid for the support of any such passengers may be recovered under the bond.

XI. And be it enacted, that in case any passenger, for whom any bond shall have been given as aforesaid, shall, at any time within three years from the execution thereof become chargeable upon this province, or upon any municipality, village, city, town or county, or upon any charitable institution within this province, the payment of such charge or expense incurred for the maintenance and support of such passenger shall be provided for out of the moneys collected on and under such bond, to the extent of the penalty therein contained, or such portion thereof as shall be required for the payment of such charges or expenses.

Penalty on master neither giving the bond.

100 *l.*

XII. And be it enacted, that if the master of any vessel, on board of which such passenger specially reported as aforesaid shall have been carried, shall neglect or refuse to execute the said bond forthwith, after the said ship shall have been reported to the said collector or chief officer, such master shall incur a penalty of 100 *l.* currency, and the said vessel shall not be cleared on her return voyage until the said bond shall have been executed, nor until the said penalty shall have been paid, with all costs which shall have been incurred on any prosecution for the recovery thereof.

Bond to be transmitted to Receiver-general and kept by him.

A certain duty assigned to the emigrant agents in Upper Canada and Lower Canada.

XIII. And be it enacted, that after the said bond shall have been executed as aforesaid, the said collector or chief officer shall transmit the same to the Receiver-general of this province, to be by him kept and held during the said period of three years from the execution of the said bond, or until the payment of the penalty therein mentioned (if incurred) shall be enforced; and for the purpose of ascertaining the necessity of such enforcement, it shall be the duty of the chief emigrant agents in Upper and Lower Canada, upon representation made to either of them, as the case may be, in their respective portions of the said province, to ascertain the right and claim to indemnity for the maintenance and support of any such specially reported passenger, and to report the same to the Executive Government of this province, and the said report shall be final and conclusive in the matter, and shall be evidence of the facts therein stated, and the said penalty, or so much thereof as shall be from time to time sufficient to defray the expense incurred for the maintenance and support of any passenger for whom the said bond was given as aforesaid, shall be prosecuted for and recovered by suit or information in Her Majesty's name, in any court in this province having jurisdiction in civil cases to the amount for which such suit or information shall be brought.

How the penalty incurred may be recovered.

Medical Superintendent and other quarantine officers to have no interest in any contract, &c., connected with emigration matters.

100 *l.*

XIV. And be it enacted, that no person being medical superintendent at the said quarantine establishment, nor any person thereat employed under him and remunerated for his services from the public moneys of the province, shall, directly or indirectly, by himself or others, be concerned or have any interest in the said quarantine establishment whatever, nor in any public works thereat, nor in any contracts relating thereto, nor in vending or furnishing supplies or necessaries of any kind therefor, nor to any emigrant or emigrants arriving thereat, nor trade in any respect as such superintendent, or as such other officer thereat, either directly or indirectly, for his or their benefit, under the penalty, in case of contravention hereof, of dismissal from his office or employ at the said quarantine establishment, and of being for ever thereafter incapable of being again employed and of serving thereat, and that each and every person herein offending, shall moreover be held and taken to be guilty of a misdemeanor, and on conviction thereof, be, in the discretion of the court, liable to punishment by fine not exceeding 100 *l.* currency, or imprisonment for any period not exceeding six calendar months.

Passengers to be landed within certain limits and at certain hours.

10 *l.*

XV. And whereas inconvenience and expense are occasioned by the practice of masters of vessels carrying passengers anchoring at great distances from the usual landing-places in the port of Quebec, and landing their passengers at unreasonable hours; be it therefore enacted, that all masters of vessels having passengers on board shall be held, and they are hereby required to land their passengers and their baggage free of expense to the said passengers at the usual public landing-places in the said port of Quebec, and at reasonable hours, not earlier than six of the o'clock in the morning, and not later than four of the clock in the afternoon; and such vessels shall, for the purpose of landing their passengers and baggage, be anchored within the following limits in the said port; to wit, the whole space of the river St. Lawrence from the mouth of the river St. Charles to a line drawn across the said River St. Lawrence, from the flag-staff on the citadel on Cape Diamond, at right angles to the course of the said river, under a penalty of 10 *l.* currency for any offence against the provisions of this section.

Duties and penalties to be a special lien upon the vessels.

How enforced.

XVI. And be it enacted, that all and every the rates or duties, penalties or forfeitures imposed or declared under the authority of this Act shall be a special lien upon the vessels by reason whereof such monies shall have become payable, and the master whereof shall have become liable in such penalty, and may be enforced and collected by the seizure and sale of the ship, her tackle or furniture, under the warrant or process of the justices or court before whom the same may have been sued for and recovered, and shall be preferred to all other liens or hypothecations, except mariners' wages.

To whom moneys levied under this Act shall be paid over.

XVII. And be it enacted, that the monies levied under the authority of this Act shall be paid by the collector or other chief officer of the Customs by whom they shall have been received, into the hands of the Receiver-general, for the purposes hereinafter mentioned.

For what purposes such monies shall be applied.

XVIII. And be it enacted, that the monies raised, levied and received under the authority of this Act, shall be applied by such officers or persons, and under such rules and regulations as the Governor, Lieutenant-governor or person administering the Government shall appoint from time to time for that purpose, in defraying the expenses of medical attendance and examination of destitute emigrants on their arrival.

How penalties under this Act shall be recovered and applied.

XIX. And be it enacted, that all penalties imposed by this Act may be sued for and recovered, with costs, on oath of one credible witness other than the prosecutor, in a summary manner, before any two justices of the peace in the city of Quebec, or in the city of Montreal; and such justices may commit the offender to the common gaol of the district until such penalty and costs shall be paid; and one moiety of every such penalty shall belong to Her Majesty, her heirs and successors, and shall be paid into the hands of the Receiver-general, to be applied to the purposes to which the other moneys levied under the authority of this Act are hereby appropriated, and the other moiety shall belong to the prosecutor.

Mode of proceeding in cases of contravention of this Act.

XX. And be it enacted, that upon complaint being made in any case over which two justices have jurisdiction as aforesaid, before any one justice of the peace, he shall issue a summons requiring the party offending or complained against to appear on a day and at an hour and place to be named in such summons, and every such summons shall be served on the party offending or complained against, or shall be left at his place of residence or business, or on board any vessel to which he may belong; and either upon the appearance or default to appear by the party offending or complained against, it shall be lawful for any two or more justices to proceed summarily upon the case, and either with or without any written information; and upon proof of the offence or of the complainant's claim, either by confession of the party offending or complained against, or upon the oath of at least one credible witness other than the prosecutor (which oath such justices are hereby authorized to administer), it shall be lawful for the justices to convict the offender, and upon such conviction, to order the offender or party complained against, to pay such penalty as is imposed by this Act, according to the nature of the offence, and also to pay the costs attending the information or complaint; and if forthwith upon such order the moneys thereby ordered to be paid be not paid, the same may be levied, together with the costs of the distress and sale, by distress and sale of the goods and chattels of the party ordered to pay such moneys, the surplus, if any, to be returned to him upon demand; and any such justices may issue their warrant accordingly, and may order also such party to be detained and kept in safe custody until return can conveniently be made to such warrant of distress, unless such party shall give security to the satisfaction of such justices for his appearance before them on the day appointed for such return, such day or days not being more than three days from the time of taking such security; but if it shall appear to such justices by the admission of such party or otherwise, that no sufficient distress can be had whereon to levy the moneys so adjudged to be paid, they may, if they think fit, refrain from issuing such warrant of distress in such case, or if such warrant shall have been issued, and upon the return thereof such insufficiency as aforesaid shall be made to appear to the justices, or to any two or more of such justices, then such justices shall, by warrant, cause the party ordered to pay such monies and costs as aforesaid, to be committed to gaol, there to remain without bail for any term not exceeding three months, unless such monies and costs ordered to be paid, and such costs of distress and sale as aforesaid be sooner paid and satisfied: Provided always, that such imprisonment in the case of a master of any vessel shall not discharge the said vessel from the lien or liability attached thereto by the provisions of this Act.

What proof shall be sufficient.

Costs allowed.

Penalty how levied.

Detention of the defendant in certain cases.

He may be committed to gaol for want of sufficient distress.

Proviso.

Proceedings not to be removed or quashed for want of form.

XXI. And be it enacted, that no conviction or proceeding under this Act shall be quashed for want of form, or be removed by appeal or *certiorari* or otherwise into any of Her Majesty's superior courts of record within this province; and no warrant of commitment shall be held void by reason of any defect therein, provided it be thereby alleged that the party has been convicted, and there be a good and valid conviction to sustain the same.

Accounting clause.

XXII. And be it enacted, that every person to whom shall be entrusted the expenditure of any portion of the monies hereby appropriated, shall make up detailed accounts of such expenditure, showing the sum advanced to the accountant, the sum actually expended, the balance (if any) remaining in his hands, and the amount of the monies hereby appropriated to the purpose for which such advance shall have been made, remaining unexpended in the hands of the Receiver-general, and that every such account shall be supported by vouchers therein distinctly referred to by numbers corresponding to the numbering of the items in such account, and shall be made up to and closed on the 1st day of December in each year during which such expenditure shall be made, and shall be attested before a justice of the Court of Queen's Bench, or a justice of the peace, and shall be transmitted to the officer whose duty it shall be to receive such account, within 15 days next after the expiration of the said period respectively.

Due application clause.

XXIII. And be it enacted, that the due application of the monies received for the public uses of the province under the authority of this Act, shall be accounted for to Her Majesty, her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury for the time being, and in such manner and form as Her Majesty, her heirs and successors shall direct; and that a detailed account of all such monies shall be laid before the several branches of the Provincial Legislature within the first 15 days of the next session thereof.

Interpretation clause.

XXIV. And be it enacted, that the word "Master," whenever used in this Act, shall be held to apply to any person in command of a vessel; the word "Vessel" shall include all ships, vessels or craft of any kind carrying passengers; the word "Passengers" shall apply to emigrants usually and commonly known and understood as such, and not to troops or military pensioners and their families who are carried in transports or at the expense of the Imperial Government; the word "Quarantine" shall apply to Grosse Isle, or other places at which

which such quarantine shall be directed to be performed; and any word importing the singular number shall include a plurality of persons or things, unless there be something in the context inconsistent with such interpretation.

— No. 2.—

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 24 April 1849.

No. 2.
Earl of Elgin to Earl Grey, 24 April 1849.

My Lord, (Received, 13 May 1849.)

As some misconception seems to exist in England with respect to the amount of tax levied under a recent decision of the Supreme Court of the United States on immigrants landing at New York, I have the honour to transmit for your Lordship's information, the copy a letter on the subject, which has been addressed to the President of the Executive Council of the Province, by a gentleman of New York, whose authority may be relied on.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure in No. 2.

My dear Sir, New York, 10 April 1849.

Encl. in No. 2.

YOUR favour of the 2d instant, is to hand. Since the late decision of the Supreme Court of the United States, adverse to the hospital-tax levied from immigrants, ships landing passengers at this port, decline paying this tax of 50 cents a head.

A bill of it is still handed in, and the money asked by the Hospital Commissioners, but payment is not insisted on.

The Commutation Tax of $ 1 per passenger, to the Commissioners of Emigration, is still levied here. The late decision, it is held, does not touch the law under which the tax is levied, though it is quite clear that it rests on the very same principle, and is liable to the same objections as the other.

The above were levied under the laws of the State of New York, not of the United States.

Your's, truly,

W. H. Merritt, Esq., Montreal. (signed) *Rich Irrell.*

— No. 3.—

(No. 40.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

No. 3.
Earl of Elgin to Earl Grey, 1 May 1849.
* Page 12.

Government House, Montreal, 1 May 1849.

My Lord, (Received, 22 May 1849.)

WITH reference to your Lordship's despatch, No. 341,* of the 16th March, I have the honour to transmit herewith a copy of a letter and enclosures, from the Chief Emigrant Agent, reporting on the points respecting which further information is required by the solicitor to the Board of Customs, in relation to the alleged infraction of the law in the case of the emigrant vessel "St. John."

24 April.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 3.

Sir, Emigration Office, Quebec, 24 April 1849.

Encl. 1, in No. 3.

I HAVE to acknowledge the receipt of your letter of yesterday, enclosing the order of reference from Mr. Assistant-secretary Parent, on the case of the brig "St. Johns," and requesting that I should furnish you with the particulars of the proceedings taken by me against Captain Oliver, for the alleged infraction of the Imperial Passengers' Act.

I have

I have to state, that on the receipt of your letter of 2d June last, transmitting Mr. Fife's report of the excess of passengers on board this vessel, which I herewith enclose you, I immediately submitted the case to Mr. Duval, Q. C.; a copy of my letter you have herewith, and instructed him to institute proceedings against the master. The case was heard before W. K. M'Cord, Esquire and Captain C. Alleyn, R. M., the sitting magistrates on the occasion. The case was however dismissed, for the reasons stated in their judgment, a copy of which I enclose,

No. 1.
No. 2.
No. 3.

With reference to the quality of the provisions on board this vessel, I can only state that on the arrival of the passengers from Grosse Isle, some time after the vessel had reached this port, where they had been detained in consequence of sickness, a general complaint was made by them respecting the provisions supplied by the ship. I consequently visited the vessel to inquire into the correctness of these charges, and found a quantity of biscuit and a number of sacks of flour. The biscuit was of very inferior quality, and the greater part of it mouldy; the flour was sour, mouldy, and all in large lumps, and altogether unfit food for human beings. The first mate, who was in charge of vessel, stated that these provisions were part of the supplies put on board for the use of the passengers. I, after some persuasion, induced a few of the passengers to remain as witnesses, in order that I might proceed against the master; but the great majority objected, as, in consequence of their long detention in quarantine, they did not wish to be subject to any more delay, for which they would receive no adequate compensation. The parties who had promised to remain were, I found afterwards, bribed by one of the owners of the vessel to leave the city, and I was consequently obliged to discontinue further proceedings.

I can only say, that a more gross infraction of the Passenger Act has not come under my notice for some years. In a report which I made to Mr. Assistant Secretary Parent, on the 2d of August last, I gave him full particulars of this case, and at the same time forwarded a copy of the judgment, the original of which I now enclose (Paper, No. 3). I herewith annex an extract from my letter to Mr. Parent.

" On the arrival of this vessel in port, it was found that she had brought out an excess of passengers over her legal compliment, equal to 64 persons calculated under the Act 11 Vict., c. 6; the master stated that he was cleared by the officer of customs at the port of Galway, under the Act 5 & 6 Vict., c. 107, but even under this Act (which had expired on the 28th March) it was found that there was an excess of 12½ adults over her legal number, owing to 16 persons having been cleared out as cabin passengers, who, it was ascertained from their own admission, and the acknowledgment of the master, were not cabin passengers; as with the exception of five, who merely slept in the cabin, they all messed and occupied the steerage.

I have, &c.
(signed) *A. C. Buchanan.*

H. Jessopp, Esq., Collector, &c.

Enclosure 2, in No. 3.

Sir, Customs Quebec, Quebec, 31 May 1848.

I HAVE the honour to report the arrival of the brig " St. John's," B. Oliver, master, from Galway, having 156 passengers, who were landed at Grosse Isle; there was not a medical practitioner on board. It appears by the certified list, the superficial space, 1,184 feet, that she can legally carry per Act 11 Vict., c. 6, 84½ passengers; deduct 7 infants from 156, exhibit an excess of 64½ passengers. The master states the vessel was cleared outwards at the port of departure, under the provisions of the old Act. Encl. 2, in No. 3. 149.

I have, &c.
(signed) *John Fife,*
Tidewaiter.

H. Jessopp, Esq.,
Collector H. M. Customs, Quebec.

Enclosure 4, in No. 3.

Emigration Department, Quebec,
Sir, 2 June 1848.

I HAVE the honour to enclose you the list of passengers that arrived at Grosse Isle, on board the brig " St. John," B. Oliver, master, from Galway. I also enclose you the report of Mr. Fife, the tide-surveyor of this port, with reference to the excess of passengers on board this vessel. The master, however, states, in justification, that he was cleared out under the old Act, 5 & 6 Vict., c. 107, which permits vessels to carry one adult passenger for every ten superficial feet. This would allow her 118. There are, however, 16 passengers, equal to 12½ adults, on board, entered as cabin passengers, who are not so, as the greater part, if not the whole, occupied the steerage of the vessel, and, moreover, did not mess with the captain, nor pay the usual cabin price; they cannot, in any way, be considered as cabin passengers within the meaning of the Act. This vessel has, consequently, under the old Act, Encl. 4, in No. 3.

CANADA.

Act, had 12½ adults over her legal complement. I may further state, that she is reported to have arrived at Grosse Isle in a very sickly and filthy state, 13 passengers having died at sea, and seven at Grosse Isle, and 28 sick were sent to hospital there.

Under the second clause of the 5 & 6 Vict., c. 107, the master is liable to a penalty not exceeding 5*l.* for each adult over his legal number. I have therefore to request that you will take the necessary legal steps to enforce the penalty of the law against the master.

I have, &c.

(signed) *A. C. Buchanan,*
Chief Agent.

J. Duval, Esq., Q. C.

District of Quebec.

Whereas Alexander Carlisle Buchanan, of Quebec, Esquire, Government Emigration Agent, on the 13th day of June in the year of our Lord 1848, at the city of Quebec, in the county and district of Quebec, came before William King M'Cord, Esquire, one of Her Majesty s Justices of the Peace for the said district of Quebec, and the said A. C. Buchanan, for our Sovereign Lady the Queen, in that behalf complained, prosecuted and informed the said justice aforesaid, that on or about the 1st day of April last past, Bartholomew Oliver, now at Quebec, mariner, then being the master and commander of a certain brig called the brig "St. John," of the registered tonnage of 267 tons, and measuring 1,184 superficial feet in several compartments set apart for the passengers on deck, at the port of Galway, in that part of the United Kingdom of Great Britain and Ireland called Ireland, did take and receive on board of the said brig "St. John," divers passengers, to wit 149 passengers, on the deck upon which passengers live, to be conveyed in the said brig from the said port of Galway to the port of Quebec, in the province of Canada, and that afterwards, to wit, on the said 1st day of April last past, the said brig "St. John," the said Bartholomew Oliver being the master and commander thereof, did sail from the said port of Galway to the port of Quebec, not having on board a surgeon duly qualified by law to practice in the United Kingdom of Great Britain and Ireland as a physician, surgeon or apothecary, but having the said 149 passengers on board thereof, and arrived at the aforesaid port of Quebec, to wit, on the 31st May last past, with the said 149 passengers on board thereof: and the said complainant further averred that the said Bartholomew Oliver, being such master and commander of the said brig "St. John," did, on the passage aforesaid, from the port of Galway aforesaid to the said port of Quebec, carry more passengers on the deck upon which the passengers live on board of the said brig than in the proportion of one passenger to every 14 superficial feet of the space occupied by the said passengers, and appropriated to their use, and unoccupied by stores, not being the personal luggage of the said passengers, that is to say, 64 passengers more than the due proportion allowed by law, against the form of the statute in such case made and provided: and whereas the said Bartholomew Oliver, being duly summoned to answer the said charge, appeared before us William K. M'Cord and Richard Israel Alleyn, Esquires, two of Her Majesty's justices of the peace for the said district of Quebec, on the 16th day of June aforesaid, at the Court House in the city of Quebec, in the said district of Quebec, by Joseph Power Bradley, Esquire, his attorney, and the said Alexander C. Buchanan, by John Francis Duval, Esquire, his attorney, also then and there attended before us, for the purpose of proving the offence charged upon the said Bartholomew Oliver in and by the said complainant; we, the said justices, do hereby certify, that on the 17th day of June in the year aforesaid, having heard what the said Alexander Carlisle Buchanan had to allege in that behalf, and the evidence adduced by him in proof of the said offence, and having also heard what the said Bartholomew Oliver then and there alleged in his defence, and it manifestly appearing to us that although the said Bartholomew Oliver did commit the offence mentioned in the said information and complaint, yet he did not do so knowingly, inasmuch as the vessel sailed from the port of Galway, in Ireland, on the 1st of April, whilst the law he had contravened was only passed on the 24th day of March previous, in London, consequently he could not have been aware of its existence, we are therefore of opinion that he has not offended against the spirit and intention of the said law, and accordingly we dismiss the said complaint, without costs.

Given under our hands, at the said city of Quebec, this 17th day of June 1848.

(signed) *William K. M'Cord*, J. P.
R. I. Alleyn, J. P.

Despatches from the Right Honourable Earl Grey, Secretary of State.

— No. 1. —

(No. 337.)

Copy of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 1 March 1849.

No. 1. Earl Grey to the Earl of Elgin, 1 March 1849.

I have the honour to acknowledge your Lordship's despatch, No. 154*, of the 25th of December last, accompanied by 176 returns of vessels arrived at Quebec with emigrants during the season of 1848.

2. Having referred these returns for the report of the Emigration Commissioners, it is gratifying to me to learn that in almost every case they find that Mr. Buchanan's report of the state of the vessels, and the manner in which they were supplied, is very satisfactory.

3. It appears that, in the great majority of cases, the vessels did not carry the full complement allowed by law; the number, in several instances, scarcely exceeding one-half of that which might have been legally taken. Observing, however, that in 22 instances, 16 of which were from Limerick, there was a slight excess over the legal number, arising apparently from persons being fraudulently stowed away at the time of sailing, the Commissioners felt it their duty to call for an explanation from their officer at Limerick.

4. I now enclose a Report from the Commissioners containing that officer's explanations, which appears to account for a few persons finding their way into vessels on their progress down the Shannon, without any want of vigilance on his part. I agree with the Board of Emigration that, under these circumstances, the only check is to be found in any control which it may be in the power of the officers of Customs to exercise over the ships after they leave Limerick itself, and in that additional vigilance on the part of masters which may be produced by the course which the emigration officers in Canada have adopted in enforcing the fine of 40*s.* for each passenger beyond the legal complement. I have caused a communication to be made to the Board of Customs with a view to any steps which it may be in their power to take on this subject, and I request that you will convey to Mr. Buchanan my approval of his course in enforcing strictly the penalty for all passengers beyond the legal number.

20 February 1849.

I have, &c.

(signed) *Grey*.

Enclosure 1, in No. 1.

Colonial Land and Emigration Office,

Sir, 20 February 1849.

In our letter of the 2d instant we stated that we had called on the emigration officer at Limerick for a report on the cases of evasion of the Passenger Act in vessels sailing from that port, and that we should submit the result for Earl Grey's information. We have, accordingly, the honour now to enclose the copy of a letter received from Mr. Lynch on the subject.

Encl. 1, in No. 1.

2. The charge against Mr. Lynch was, that of 22 vessels that arrived at the port of Quebec last season having more than the legal complement of emigrants on board, 16 were from the port of Limerick. Mr. Lynch, it will be seen, vindicates himself from the apparent neglect by pointing out the peculiarity of the port of Limerick, in being situated 60 miles up a river, both banks of which, the whole way to the sea, afford easy access to vessels at anchor. We cannot deny that there is much weight in this vindication, and that it would be

* Page 24, of Parl. Paper, North American Emigration, by Command, February 1849.

CANADA.

be almost, if not quite, impossible for any one to discharge the duties of Emigration Officer at Limerick, and at the same time to keep a watch on vessels lying at anchor in the Shannon many miles below the city. The only effectual remedy would be through the Customs' officers and increased vigilance on the part of the masters, and the principal inducement to such vigilance must be the apprehension of the penalties denounced against such violations of the Act by the colonial authorities. We have, therefore, observed, with satisfaction, Mr. Buchanan's statement, that the penalty of 40*s.* a head has been inflicted in every case of this description; and we would submit that it might be desirable to notice this circumstance with approbation, that the agents in British North America may be encouraged to use equal vigilance and strictness on all future occasions.

3. We would also suggest, that copies of this correspondence should be communicated to the Board of Customs, and that the assistance of their officers stationed in the mouth of the Shannon should be obtained. By the 17th section of the Passengers' Act, the master of every ship is obliged to carry a list of the passengers on board, when the ship cleared; and he would have to account for any excess that afterwards might be found on mustering to be in the vessel.

We have, &c.
(signed) *Thos. C. Murdoch.*
C. Alexander Wood.

Herman Merivale, Esq.,
&c. &c. &c.

Enclosure 2, in No. 1.

Government Emigration Office, Limerick,
6 February 1849.

Sir,

Encl. 2, in No. 1.

I HAVE the honour to acknowledge the receipt of your letter of the 2d instant, with the names of 16 vessels which have sailed from this port to Quebec during 1848, which vessels had a greater number of passengers than the law allowed.

Of the 16 cases comprising the list of vessels which had over their legal number of passengers on arrival at Quebec, and on which complaint is grounded, all of which are for having passengers not certified for.

On this point, I beg to state, for the information of the Commissioners, that it is utterly impossible for me to prevent such occurrences, so many facilities are afforded to persons anxious to obtain a passage by stealth, for getting on board vessels in this river after their departure from the quays of Limerick, that unless the Emigration Officer be furnished with an efficient staff to accompany the vessel down the river, and muster the passengers prior to their final departure, the Board will not surely hold him accountable for what he cannot in any degree control; it is no uncommon occurrence for vessels with passengers to lay wind-bound for a week or more at Tarbert or Scattery, where there is constant communication with the shore.

On the master and other officers of the ship the duty of guarding against such persons obtaining access on board should devolve, I invariably advise and caution them on this head, as also to have a final strict muster and search before departure, instances have been known of persons having been turned out of vessels when mustering in the port of Limerick, who afterwards followed her by land, and got on board at Tarbert or Scattery, a distance of nearly 50 miles, at night, and secreted themselves in her.

With respect to the three cases of children of two to four years old, having been passed as infants, I have been most careful in my inspection, such as admitted of any doubt of their being over the age of 12 months, in such a case I have had the opinion of the doctor, and in others have made the parents produce depositions as to their age, before passing them; however, I will endeavour that no complaint on this point, shall again occur.

I beg to say, that the port of Limerick differs widely from almost all other ports from which emigrants depart; Limerick being a distance of 60 miles from the sea, with a facility of communication from both sides of the Shannon nearly the whole distance.

In conclusion, I have to observe, that the importance of the duty I have to perform prevents me from quitting Limerick more than a few miles, where a ship may anchor to get clear of the bustle of a crowd at the quays. In former years I did so, and found it attended with great inconvenience to the ships preparing for sea. The Board were pleased to approve of my not quitting my station, as the Commissioners will please to observe, by Mr. Walcott's letter of the 3d of April 1841, to which I beg to direct your kind attention.

I have, &c.
(signed) *Richard Lynch.*

John Walpole, Esq.,
9, Park-street, Westminster.

—No. 2.—

CANADA.

(No. 339.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 10 March 1849.

No. 2.
Earl Grey to the Earl of Elgin, 10 March 1849.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch, No. 14,* of the 18th of January, enclosing a memorandum from the Inspector-general of Public Accounts, explanatory of the circumstances under which the sum of 14,738*l.* 2*s.* 10*d.* sterling had been omitted from the account previously sent home, and of which a settlement has been made by Her Majesty's Government, in respect of the expenses occasioned by the emigration of the year 1847.

Having referred this statement for the consideration of the Lords Commissioners of the Treasury, I now transmit a copy of the reply, which has been returned to me by their Lordship's direction, and in order to enable Her Majesty's Government to form an opinion upon the propriety of acceding to this fresh demand upon the funds of this country, I have to request that you will call upon the Inspector-general to furnish the requisite information upon the points adverted to by the Lords Commissioners of the Treasury.

6 March 1849.

I have, &c.
(signed) *Grey*.

Enclosure in No. 2.

Sir, Treasury Chambers, 6 March 1849.

IN reply to your letter of the 7th ultimo, I am directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of Earl Grey, that my Lords have had under consideration the application, in the despatch of 14th ultimo, from the Governor-general of Canada, which was enclosed in your communication requesting that a sum of seventeen thousand nine hundred and thirty-one pounds eight shillings and two-pence currency, equal to fourteen thousand seven hundred and thirty-eight pounds two shillings and ten-pence sterling, stated to be the amount of expenditure on account of emigration from the United Kingdom in the year 1847, beyond the amount specified in the Governor-general's previous despatches, and in the Reports from the successive Inspectors-general of Accounts to which those despatches referred, should be allowed to the credit of the provincial Treasury.

Encl. in No. 2.

Currency,
£. 17,931. 8*s.* 2*d.*
Sterling,
£. 14,738. 2*s.* 10*d*

I am to request that you will observe to Lord Grey, that my Lords having had every reason to believe that the statement submitted in the Governor-general's despatch of 17th March 1848, which, including an estimated sum for charges unsettled at the date of the Inspector-general's Report, amounted to 157,283*l.* currency, would comprise everything chargeable to Her Majesty's Government, and having accordingly caused an application founded upon that statement to be submitted to Parliament, they cannot but express their surprise at the further demand now brought forward; especially as the additions are in some respects such as it would seem that the Provincial Department of Accounts might have been fully cognizant of, when the former statement was prepared; as, for instance, the erection of sheds and fittings at Montreal and Quebec, and Grosse Isle; and I am further to state, that there are also other charges now brought forward under the head of "Orphans of Emigrants," and of "Clergy Expenses," which, with the information at present before this Board, do not appear to my Lords to come within the intention of the Legislature of this country, in making the grant of the last session, and respecting which further explanatory information is requisite.

On these points, therefore, my Lords must request that explanation may be obtained from the Canadian Government; although, even with such explanation, they cannot conceal from Lord Grey the difficulty which there will be in obtaining from Parliament a further vote for a service, which both Her Majesty's Government and the Legislature had every reason to consider as having been already adequately provided for

I am also to state, that in concurrence with the suggestion in the Report of the Inspector-general of Provincial Accounts of 16th January last, my Lords will instruct the officer in charge of the Commissariat in Canada to make such investigation of the accounts of the expenditure to the amount of 75,304*l.* 17*s.* currency, stated to have been incurred by various Boards of Health throughout the province, as will enable him to report the specific nature of the charges included in that amount, and the manner in which they were authorized and vouched, in order that Her Majesty's Government may be put in possession of the information adverted to in the communications from this department to Lord Grey of 31st March and 24th June 1848.

I am, &c.
(signed) *C. E. Trevelyan*.

H. Merivale, Esq.,
&c. &c. &c.

---

* Page 43, of Papers on North American Emigration, by Command, February 1849.

CANADA.

—No. 3.—

No. 3.
Earl Grey to the Earl of Elgin, 16 March 1849.

(No. 341.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 16 March 1849.

* Page 9.

WITH reference to my despatch, No. 337,* of the 1st instant, I have the honour to transmit, for your Lordship's information, the copy of a letter from the Solicitor to the Board of Customs, enclosing a Report from the officers of Customs at Galway relative to an alleged infraction of the law in the case of the vessel "St. John," which sailed from Galway for Quebec in April last; and I have to request that your Lordship will call upon the proper officers to furnish the requisite information upon the points adverted to by Mr. Maclean.

28 February, in Land Board, 10 March.

I have, &c.
(signed) *Grey.*

Enclosure 1, in No. 3.

Colonial Land and Emigration Office,
10 March 1849.

Sir,

Encl. 1, in No. 3.
* Page 9.

WITH reference to our letter of the 20th ultimo,* on the subject of the ship returns enclosed in Mr. Buchanan's Report of 22d December last, we have the honour to enclose, for Earl Grey's consideration, the copy of a letter which we have received from the Commissioners of Customs, with reference to an alleged infraction of the law, in regard to the quality of the provisions in the ship "St. John," which sailed from Galway for Quebec in April last.

2. We would submit that a copy of this letter and its enclosure should be communicated to the Earl of Elgin, in order that the points to which the Solicitor of the Customs has referred, as necessary to be ascertained before the bond can be put in suit, may be inquired into.

We have, &c.
(signed) *Thos. C. Murdoch.*
C. Alexander Wood.

Herman Merivale, Esq.,
&c. &c. &c.

Enclosure 2, in No. 3.

Custom-House, 28 February 1849.

Sir,

Encl. 2, in No. 3.

HAVING laid before the Board your letter of the 3d instant, enclosing an extract of the ship return of the vessel "St. John," which sailed from Galway on the 6th April last from Quebec, I am recommended to transmit to you, for the information of the Commissioners of Emigration, copy of the Report of the officers of this revenue at Galway, in return to the Board's inquiries on the subject, and I am to observe, that the solicitor to this department states, that if the bond, which appears to be forfeited, be put in suit, the evidence to support the proceedings must be had from Quebec, but it is necessary in the first instance, that further information should be obtained, particularly as to the number of passengers in excess of the number allowed by law, whether the penalty incurred on that account was recovered, and what evidence there is as to the compromise with the passengers respecting the provisions.

I am, &c.
(signed) *W. Maclean.*

Stephen Walcott, Esq.,
&c. &c.

Honourable Sirs, Custom-House, Galway, 12 February 1849.

WE beg respectfully to report that the collector, as emigration officer, did, with the assistance of the tide surveyor, examine the provisions shipped on board the "St. John," for Quebec, that they found the same sufficient for the number of passengers, and of fair quality at the time of shipment; but from some cause, whether arising from heating of the meal, or the biscuits not having been sufficiently baked, it appears the provisions were found

of

of inferior quality on the vessel's arrival at Quebec; this vessel was cleared with us on the 1st April last, and did not come under the regulations of the Act 11 Vict., c. 6, which had not been received here at the time; and it appears, on a reference to the copy of the passengers' list for said ship, that there were not more persons on board than allowed by the Acts 5 & 6 Vict., c. 107, and 10 & 11 Vict., c. 103, the space being stated 1,184 feet, with 118 adults, the tonnage being 267 tons.

Respectfully submitted,
(signed) *J. Richardson*, Collector.
Alex. Thomson, Comptroller.

The Honourable the Commissioners of Customs,
&c. &c., London.

— No. 4. —

(No. 345.)

Copy of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

No. 4.
Earl Grey to the Earl of Elgin, 14 April 1849.

My Lord, Downing-street, 14 April 1849.

I have the honour to acknowledge the receipt of your Lordship's despatch, No. 11,* of the 17th of January last, enclosing the usual Annual Report of the Chief Agent of Emigration, for the year 1848, together with an approved minute of your Executive Council, embodying the views of your Government on this subject.

I am glad to learn from Mr. Buchanan's Report, that so few cases have occurred during the past emigration season, which called for the institution of proceedings for violation of the Passengers' Act.

With regard to the minute adopted by the Executive Council, I have merely to state, that I read the expression of their opinions with much interest, and am very sensible of the importance of many of the remarks contained in this document. As respects the question of the Immigrant Tax Act, I have since received with great satisfaction the intelligence which you have forwarded to me of the spirit in which that measure has been modified.

I have, &c.
(signed) *Grey*.

— No. 5. —

(No. 369.)

Copy of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

No. 5.
Earl Grey to the Earl of Elgin, 30 May 1849.
† Page 91.

In Treasury, letter of 23 May 1849.
Ibid, 26 May.
Colonial Office, 30 May 1849.

My Lord, Downing-street, 30 May 1849.

With reference to the last paragraph of my despatch, No. 337,† of the 1st of March last, I transmit for your Lordship's information, copies of two Reports from the Commissioners of Customs, together with a copy of the answer which I have caused to be returned to the Board of Treasury, on the subject of certain evasions of the Passengers' Act, which occurred last season in the case of vessels proceeding from the port of Limerick to Canada.

I have, &c.
(signed) *Grey*.

Enclosure 1, in No. 5.

Sir, Treasury Chambers, 23 May 1849.

Encl. 1, in No. 5.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the copy of a report from the Commissioners of Customs, dated the 7th instant, in order that it may be submitted for the information and consideration of Earl Grey, with reference to your communication of the 6th of last March, upon the subject of certain evasions of the Passengers' Act which ocurred last season, in the case of vessels proceeding to Canada from the port of Limerick.

I am, &c.
(signed) *C. E. Trevelyan*.

Herman Merivale, Esq.
&c., &c., &c.

---

* Page 25, of Parl. Paper, North American Emmigration, by Command, February 1849.

Enclosure 2, in No. 5.

May it please your Lordships,

Encl. 2, in No. 5. Your Lordships having referred to us the annexed letter from Mr. Merivale, transmitting by command of Earl Grey, the copy of a report and of its enclosure, from the Commissioners of Colonial Land and Emigration, on the subject of certain evasions of the Passengers' Act which occurred last season in the case of 22 vessels, 16 of which had sailed from Limerick to Canada, in which report the Commisioners allude to the easy access which the situation of the port of Limerick affords to vessels before they finally sail, and that the only effectual remedy against vessels going to sea from the Shannon with more than the legal complement of emigrants on board, would seem to depend on any check which can be exercised by the Customs Officers, and on increased vigilance on the part of the masters, and Mr. Merivale having signified the request of Earl Grey, who concurs in the above opinion, that your Lordships would communicate the same to this Board, in order that we may issue such directions to our officers as we may think expedient for checking the practice referred to so far as it may be in our power to do.

We report,—That there being no Custom's Water-guard force on the Shannon lower than Limerick, we have communicated with the Comptroller-general of the Coast-guard on the subject, and it has been suggested to us, as the emigrant vessels generally remain for some time in Scattery Roads, previously to leaving the Shannon, that the masters should be required to report themselves to the chief officer at that station, who would then make a final muster of the passengers, and leave two Coast-guard officers on board to prevent any boats from having further communication with the vessel, and accompany her to Kilcredane, and to be there landed by the master; and these suggestions appearing to us fully to meet the case, we have requested the Comptroller-general of the Coast-guard to issue the necessary directions accordingly, with the understanding that the Inspecting Commander at Kilrush may occasionally order a cruiser outside Scattery to perform the duty when such can be more conveniently done than by the chief officer of the station, it being also clearly understood that no emigrant vessel shall be permitted to leave the Shannon without being subjected to a final and careful muster at the mouth of the river, on the responsibility of the Inspecting Commander of the Coast-guard of the Kilrush District.

With reference to the infraction of the law which has taken place on the part of the 16 vessels which sailed from Limerick with passengers last season, we submit whether, in addition to the penalty of 40*s.* for each passenger in excess of the legal number imposed on the masters of the said vessels in Canada, the owners or charterers of the vessels should not be proceeded against under the bond entered into by them pursuant to the provisions of the 35th section of the Passengers' Act of 5 & 6 Vict. c. 107.

(signed) *Thos. F. Fremantle.*
W. Dickenson.
S. G. Lushington.
J. Goulburn.

Custom-House, 7 May 1849.

Enclosure 3, in No. 5.

Sir, Downing-street, 30 May.

Encl. 3, in No. 5. I am directed by Earl Grey to acknowledge the receipt of your letter of the 23d instant, enclosing a Report from the Commissioners of Customs, on the subject of the the evasions of the Passengers' Act, which occurred last season, in the case of vessels proceeding to Canada from the Port of Limerick; and with reference to the last paragraph of that Report, I am to request that you will state to their Lordships, that Lord Grey is of opinion that the cases have been adequately met, and that his Lordship does not consider that it is necessary or advisable on the present occasion to proceed under their bond against the masters or charterers of the vessels.

I have, &c.
(signed) *H. Merivale.*

Sir C. E. Trevelyan, K. C. B.

Enclosure 4, in No. 5.

Sir, Treasury Chambers, 26 May 1849.

Encl. 4, in No. 5. I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit the copy of a Report from the Commissioners of Customs, No. 676, dated the 17th instant, in order that it may be submitted for the consideration of Earl Grey, with further reference to the subject of your communication of the 6th of March, respecting certain evasions of the

the Passengers' Act which occurred last season, in the case of vessels proceeding to Canada from the Port of Limerick.

Their Lordships desire me to request that you will move Earl Grey to apprize them of the directions which his Lordship may see fit to give upon the suggestion of the Inspecting-commander of the Coast-guard at Kilrush, as to the appointment of a medical practitioner to attend with him the masters of the vessels proceeding to sea with emigrants.

I am, &c.
(signed) *C. E. Trevelyan.*

Herman Merivale, Esq.
&c. &c. &c.

Enclosure 5, in No. 5.

To The Lords Commissioners of Her Majesty's Treasury.

In our report to your Lordships dated the 7th instant, No. 623, in return to a reference upon a communication from the Commissioners of Colonial Lands and Emigration, on the subject of certain evasions of the Passengers' Act on the part of vessels which had sailed from Limerick last season, we stated that directions had been issued to the officers of the Coast-guard at Scattery and Kilrush, for the due muster of the passengers of vessels before leaving the Shannon, in future. Encl. 5, in No. 5.

We beg now to report to your Lordships, that the Inspecting-commander at Kilrush has represented the necessity of having a medical practitioner to attend the muster of such vessels during the prevalence of cholera and fever, a case of death from the latter disease having taken place on board one of the vessels, and the Inspecting-commander having at the same time suggested that Dr. Thomas Elliott, the Admiralty Surgeon and Agent, would be a suitable person to be appointed Emigration Agent at Kilrush, many vessels sailing without a surgeon.

We take leave to submit the above propositions for your Lordships' consideration, and to request your directions thereon.

(signed) *Thos. F. Fremantle.*
G. R. Dawson.
H. Richmond.
S. G. Lushington.

Custom-House, 17 May 1849.

NEW BRUNSWICK.

NEW BRUNSWICK.

Despatches from Lieutenant-Governor Sir Edmund Head.

— No. 1. —

(No. 14.)

Copy of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to Earl *Grey*.

(Answered, 10 May 1849, No. 127, page 67.)

Government House, Fredericton,
3 February 1849.

No. 1.
Lieut.-Governor Sir E. Head to Earl Grey, 3 February 1849.

My Lord, (Received, 20 February 1849.)

In obedience to your despatch of the 26th of October last, No. 68,* I have laid the Report of the Agent for Emigration, before my Executive Council, and I have now the honour to transmit such Report † to your Lordship, accompanied by a copy of a Report on Emigration, adopted by the Council.

A map of the kind referred to in the circular despatch of 16 October, has been prepared, and is sent by this same mail for the use of the Colonial Land and Emigration Commissioners.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 1.

In Council, 1 February 1849.

Present:—His Excellency the Lieutenant-Governor, &c. &c. &c.

Encl. in No. 1.

Submitted the report of the Committee on the subject of Immigration and the Settlement of Wild Lands in this province, as follows:—

May it please your Excellency,

The Committee of Council on Immigration and Settlement, having considered the subjects, beg leave to submit the following remarks for the consideration of your Excellency.

We have been led into a consideration of the causes which have hitherto operated against us in preventing the immigration to this province of capitalist farmers, a great number of whom are constantly passing by us every year to Canada and the United States, while those who come to and remain in this province, consist chiefly of the labouring classes.

The principal cause for such a state of things we believe to be the want of information as to our position and resources. As compared with Canada and the United States, New Brunswick is an unknown country, and the fault lies with ourselves.

In almost every town and village in Great Britain, and in many parts of Ireland, there have been circulated for several years past, either by state authority, or individual enterprise, innumerable pamphlets, setting forth the fertility of the soil, and the field for agricultural and mechanical labour which are to be found in Australia, Canada, the United States, and other parts of the world, while nothing of the kind has been done with respect to this province, which we are disposed to believe offers a soil and climate more congenial to the habits and constitution of the British farmer, than any of the countries above-mentioned.

We are quite sure that even among those of our countrymen at home who have heard of this province, many erroneous ideas are entertained as to the situation and extent of our settlements, our social condition and the general character of the country.

Some of the prevailing ideas among those who have not seen the province, appear to be, that the settlements are very few and remote from each other; that they are separated by dense forests abounding with beasts of prey; that there are great numbers of Indians, to whose

* *See* page 48, of Parl. Paper on North American Emigration, presented to both Houses of Parliament by Command, February 1849.

† *Memorandum.*—The Report referred to has not been received.

whose depredations the settlers are constantly exposed; that there are no churches or schools, except in the towns; that good roads are nowhere to be found; that the cold of our winters is so intense, that the inhabitants are continually in danger of being frozen to death, and, very often, dare not venture out of their houses; that no such field crops can be grown here as are cultivated in Great Britain; that our soil is of a very inferior quality; and that we are subject to all the epidemics and agues which afflict the southern and western portion of this continent from Florida to Lake Huron.

It is no wonder, therefore, that with such impressions, the emigrant seeks for other countries, and will not cast his lot among us, involved, as he supposes, in such adverse circumstances.

But these impressions are altogether erroneous; in every part of the province there are extensive and continuous settlements, as may be seen by reference to the accompanying map, where the cultivated districts are coloured green. There are upwards of 500 parish, besides other schools, scattered over the rural districts, and upwards of 200 churches and chapels of different denominations of christians. There is no danger to be apprehended from beasts of prey, or from the Indians, very few of whom now survive. No colony of the empire, and no state of the neighbouring Union is better provided with roads than New Brunswick; every kind of field and garden crops cultivated in England, can be grown in this province, with the addition of Indian corn.

More persons, we believe, have perished from cold in England and Scotland in 20 years, in proportion to the population, than in this colony.

Many parts of the province will compare in fertility of soil with the best districts in Great Britain and Ireland; and, more than all, we can safely assert, that no part of the United States and no colony of the Empire, can surpass us in point of salubrity. Epidemics are little known among us, and fever and ague is a stranger to the province, even in the marsh districts of Westmorland and Albert.

Since writing the above, we have seen the report of Major Robinson, on the line of railway from Halifax to Quebec, wherein he says, of the "climate, soil and capabilities of New Brunswick, it is impossible to speak too highly; there is not a country in the world so beautifully wooded and watered," and further, that "for any great plan of immigration or colonization, there is not another British colony which presents such a favourable field for the trial as New Brunswick."

Our geographical position is important to be borne in mind; bounded on the south-west by the State of Maine, and on the north-east by the Bay Chaleurs, between the 45th and 48th degrees of latitude, we lie between Nova Scotia and Canada on the east and west, and contain an area of 25,000 square miles. English mails for Canada traverse this province from its eastern to its western extremity, and letters have been received in Fredericton on the 11th day after being written in London.

We are so near to England, and enjoy such facilities of communication, that a voyage may be made to Great Britain and back in less time and for a less sum than would be required for the passage to Australia, the Cape of Good Hope, or to New Zealand.

Agricultural operations are generally commenced about the middle of April, and cease about the middle of November. From this period the prevalence of frost and snow prevents the labours of the husbandman as respects the soil. Yet the industrious farmer can always find employment during the winter, as it is the most favourable season for cutting and hauling fuel, and rails for fences, and for transporting grain and other produce to market; and so far from condemning the climate because of our winters, there is not a farmer in the country who would dispense with them, although some might prefer them of shorter duration.

Rivers.

Although the province is well watered in every direction, yet the principal rivers are the St. John, the Miramichi and the Restigouche. The first empties into the Bay of Fundy, and is navigated by steamers to the Great Falls, a distance of upwards of 200 miles, and is navigable from that point upwards to the American territory, and to within 26 miles of the St. Lawrence by the Madawaska River. Upwards of 1,800 miles of tributary streams pour their waters into this noble and beautiful river.

The Miramichi empties into the Gulf of St. Lawrence, is navigated by ships of a large class for 50 miles. It then branches into two rivers of great extent, the south-west portion of which extends a distance of 100 miles into the interior.

The Restigouche empties into Chaleur Bay, and extends upwards of 100 miles in a westerly direction, until its waters are found within three miles of some of the tributaries of the Upper St. John.

Speaking of the Restigouche River, Major Robinson, in the report above referred to, says, "for beauty and richness of scenery, this river and its branches are not surpassed by anything in Great Britain; its lakes are numerous and most beautiful; its surface is undulating, hill and dale, varying up to mountain and valley.

NEW BRUNSWICK.

A most extraordinary proof of the ignorance prevailing in Great Britain as to our rivers, is to be found in the Geography compiled for the use of teachers and advanced classes of the National Schools of Ireland, Ed. 1845, where it is stated that the most remarkable rivers in New Brunswick are the St. John, the Anapolis, and the Shubenacadie; when the two latter are in the province of Nova Scotia. It is as great an error as if it were said that the most remarkable rivers in England were the Thames, the Shannon and the Liffey.

Situation and Extent of Settlements.

The River St. John runs through six counties, and from its mouth to the Madawaska River, a distance of 230 miles, the settlements extend along both banks in an almost unbroken contiguity, with good roads on both sides of the river, and following up the numerous tributaries on the right and left, thrifty settlements are found in every direction along their banks.

We shall now take a brief view of each county, specifying the most eligible tracts for settlement, and beg to refer to the accompanying map, compiled and prepared by Messrs. Grant and Inches of the Land Office, in illustration of our remarks.

The county of St. John, on the western shore of the Bay of Fundy, contains an area of 586 square miles, and a population of about 45,000, with 48 parish schools.

The city of St. John, including the suburbs, contains about 30,000, and is accessible by ships of the largest class at all seasons of the year. Although this county is much broken and rocky, yet many fine farms attest the success which follows persevering industry.

Very little ungranted land fit for settlement is found in this county, except at the north-east extremity near the county of Albert, where a good tract, possessing many superior advantages, is open to application. The salmon, shad and herring fisheries of the Bay of Fundy, are very valuable, and although they yield a large and profitable return to those who engage therein, they have never yet been prosecuted to that extent which their value and importance demand.

King's County, the next in order, contains 1,328 square miles, with a population of about 19,000, and 64 parish schools.

Many parts of this county are highly cultivated, and present some of the finest scenery in the province.

The principal part has been granted, and the remainder is being rapidly disposed of. Its proximity to the city of St. John has given it a market which has insured a ready sale for its surplus produce. The great road from Halifax to Quebec passes through this county for a distance of 75 miles, and a line of railway is projected, and has been recently surveyed, passing through this county from St. John to the Gulf of St. Lawrence, which, when opened, will unite with the contemplated trunk line from Halifax to Quebec, and will greatly contribute to the general interests of this section of the province.

The next on the St. John River is Queen's County, containing 1,502 square miles, and a population of 10,000, with 47 parish schools.

Some of the best farms in the province are found in this county, and large tracts of good land are yet undisposed of.

Several leases of coal-mines have been lately granted on the Grand Lake, and extensive operations are being commenced, which promise to create a valuable trade, and to give employment to a large number of operatives.

A road has been explored between the head of the Grand Lake and Richibucto, in the county of Kent, which will open up a valuable tract of country for settlement, presenting to settlers a choice of markets between St. John and Richibucto.

This locality is strongly recommended for immediate settlement, if a good class of emigrants can be had for the purpose.

The county of Sunbury contains an area of 1,222 square miles, a population of 5,000, and 24 parish schools.

Extensive and valuable farms are seen on both banks of the river, and some good tracts of ungranted land remain for sale.

The River Oromocto, with its branches, present some flourishing settlements.

This county and Queen's, contain an immense extent of the finest alluvial land, and some of the most productive and fertile islands in the River St. John.

The county of York contains an area of 3,440 square miles, with a population of 21,000, and 60 parish schools. The city of Fredericton, the seat of Government, is in this county, on the right bank of the river, distant from St. John, by the river 75, and by the road 66 miles.

Five steamers, with numerous sailing vessels, ply night and day with freight and passengers, during the navigation, between Fredericton and St. John.

The tract of land granted to the Nova Scotia and New Brunswick Land Company, has left but a small portion at the disposal of the Government on the eastern side of the river

below

below the Nackawick. Extensive settlements are found on the Nashwalk and Keswick Rivers, and on the rear land between those rivers, and the upper line of the county. On the western side of the river, there are numerous back settlements.

At the distance of 24 miles from Fredericton, on the great road to St. Andrew's, is the Harvey Settlement, formed in 1837 by emigrants from Northumberland (England), and which, by its present thriving condition, proves what can be done by sober and industrious men, even on an inferior quality of soil.

Accompanying this, is a tabular return * of the state of the settlement in 1843, with the remarks of the Commissioner.

* Page 23.

With such settlers for our ungranted lands, the most astonishing and gratifying results would soon be manifest.

In the vicinity of Harvey, is an Irish settlement, formed in December 1841, under the gratuitous management of the same Commissioner, whose report and return accompany those of the Harvey Settlement, and furnish an additional proof of the success attending persevering industry.

Some good tracts of land are still ungranted beyond the Harvey, on the Magadavic River and its branches and lakes, and in the vicinity of the contemplated railway between St. Andrew's and Woodstock.

A few miles below Eel River, the Howard Settlement is forming, in the midst of a tract of excellent land, and capable of settling several hundred additional families.

At a distance of 48 miles from Fredericton, commences the county of Carleton, which extends upwards to the frontiers of Canada and the United States. This county has been more rapidly cleared and inproved within the last 15 years, than any other county of the province; it contains an area of 4,050 square miles, and a population of 21,000.

On the western side of the river, up to the Arestook, some of the settlements extend back to the American frontier, and nearly all the land has been granted.

Several large tracts belonging to absentees, present a great obstruction to the settlement of this district, which will not probably be removed for a long time, unless by legislative interference.

The soil throughout this section of country is deep and rich, and under good cultivation would soon render it one of the most productive portions of the province.

This county is rich in iron ore, and a company recently formed, for the purpose of working a mine near Woodstock, is now in operation, and from the superior quality of the ore, and the facility for working and bringing it to market, an extensive business will, ere long, be carried on in the manufacture of iron.

Two steamers now run between Fredericton and Woodstock, and a third will be put on next year to ply between Woodstock and the Grand Falls, a distance of 60 miles.

The Tobique River, which empties into the St. John about 40 miles above Woodstock, is of great extent, and offers superior facilities for immediate settlement on a large scale. Gypsum and freestone of the finest quality, are found on this river.

An extensive tract of good land lies on the eastern side of the St. John, from the county line upward, past the Grand Falls, which, if opened by roads, would form an attractive and valuable locality for settlers.

To the southward of York, Sunbury, Queen's and King's, lies the county of Charlotte, containing an area of 1,224 square miles, with a population of about 22,000, and 69 parish schools. This county contains many extensive and valuable settlements, but very little good land remains ungranted.

The counties of Westmorland and Albert lie to the northward and eastward of St. John and King's, and contain a population of about 25,000, with 98 parish schools, and cover an area of 2,112 square miles. The most extensive and valuable marshes in the province are in Westmorland, and furnish facilities for grazing of unrivalled value; and although the agricultural community of this county is esteemed the richest in the province, they have never yet availed themselves as they might have done of the resources of their uplands, which lie in many instances comparatively neglected.

The shad fishing of this district is not surpassed by any other in the world. Cannel coal, of a superior quality, has been discovered in Albert, and promises an extensive and valuable trade.

The greater part of Albert is ungranted, and embraces a large tract of land of the finest quality, presenting one of the most eligible situations for immediate settlement in that section of the province.

The county of Kent covers an area 1,260 square miles, and contains about 9,000 inhabitants, with 35 parish schools.

NEW BRUNSWICK.

Extensive cultivation is found along the coast, and on the Richibucto River, but a large tract of ungranted land, of a good description, still remains, and through which the line of projected railway from Halifax to Quebec passes.

The coal formation extends to this county, and may be worked at small expense.

The harbour of Richibucto is safe and commodious, and the river admits of vessels of the largest class for some distance.

Northumberland includes an area of 5,000 square miles, with 20,000 inhabitants, and 53 parish schools.

This county presents a large extent of cultivated land, and some of the best specimens of husbandry in the province.

A vast tract of ungranted land is contained within this county, the most eligible whereof, for immediate settlement, is on the north-west and south-west branches of the Miramichi River, in rear of the front lots. An excellent road affords communication between this county and the seat of Government.

Gloucester and Restigouche, the two most northern counties, lie on the Gulf of St. Lawrence and the Bay Chaleurs, and include an area of about 4,000 square miles, with a population of only 15,000, and 37 parish schools.

The quality of the soil is generally good, and in many parts of a very superior description. For many years past, this has been the best wheat-growing district in the province.

The settlements in these counties are principally along the coast, but the extent of ungranted land in the rear from Shippegan to the head of the Restigouche River, and the superior quality of the soil, with the valuable fisheries of the bays and rivers, recommend this district as one of the most desirable in the province for the immediate settlement of large bodies of emigrants.

The country above Dalhousie is principally settled by Scotch, who are in very prosperous circumstances, and contented with their situation.

The projected line of railway from Halifax to Quebec, passes through these counties, down the Nepisiguit to Bathurst, and from thence to a point above Campbell Town, and when opened, will soon render this section of country in an agricultural point of view, the most valuable and prosperous of any in the province.

The vast tract lying between the Restigouche and the St. John Rivers, containing several millions of acres, presents a wide field for settlement, and which could be opened and made available as soon as a sufficient number of approved settlers were found to enter upon and cultivate the land.

In addition to the ungranted wilderness lands, there are always in different parts of the province, improved lots, with dwelling-houses and barns, which can be purchased at a reasonable rate; and if an agency were established for the purpose, a great number of emigrants could be provided with such lots, at a cost ranging from one to five pounds currency per acre, including the unimproved land.

To persons possessing 150 *l.* and upwards, this course would be most desirable for themselves, and most advantageous to the province, should the purchasers be skilful agriculturists, as in such case, any improved system they might introduce would soon recommend itself, and be adopted by those around them.

Notwithstanding the defective system of agriculture generally pursued in the province, the average produce per acre is large, which proves the natural strength and fertility of the soil; but in those cases where the system of rotation has been adopted with high cultivation, the average produce will compare with some of the best districts in Great Britain.

Take, for example, the following crops per acre, which have been produced in different parts of the province:—

Wheat	40	bushels, some weighing 68 lbs. per bushel.
Barley	40	„
Oats	60	„
Indian Corn	75	bushels per acre.
Buckwheat	75	„ „
Peas	40	„ „
Turnips	1,000	„ „
Potatoes	800	„ „
Carrots	30	tons.
Mangel Wurtzel	30	„

Having briefly pointed out the most eligible sites for settlement in different parts of the province, and touched upon our varied resources, we would submit a few observations and suggestions upon the important subject of the sale and settlement of the ungranted lands; and

and should they be considered worthy of adoption, a Bill will be prepared to lay before the Legislature to authorize the Government to carry them into effect.

The allotment of the public lands has heretofore been frequently characterized by some great defects; the evil consequences of which, though not fully developed, are already grievously apparent.

First in order is the extreme length of the lots, as in the Kingsclear and Mangerville grants, where they extend back from the river seven miles, and in many instances are but 30 rods wide.

Secondly, the sale of large blocks of valuable land to those who are not disposed to improve, but are holding them for sale at some future day, when they shall have acquired an additional value by the labour of the hardy settlers in their vicinity.

Thirdly, the absence of continuous and connected surveys of near lots, whereby the settlers are often detached from one another, and labour under difficulties which would have been prevented by the survey and sale of contiguous allotments.

These defects are now so manifest, that they imperatively require such a course to be pursued as will avoid them for the future.

In surveys hereafter to be made, something like the concession system of Canada, or the township plan of the United States, should be adopted whenever practicable.

The lots should be of less magnitude than heretofore, and large sales to those who do not intend to settle and improve, should be most carefully avoided.

The accompanying plan* has been suggested by Mr. J. A. Beckwith, of the Audit Office, a practical surveyor, and is strongly recommended as the best that can be devised for future settlements.

* *See* Earl Grey's Despatch on this subject, No. 127, 10 May 1849, at page 68.

Each square mile gives eight lots of 80 acres each, and when occupied and improved will present a compactness of settlement and neighbourhood which is on every account most desirable, while the contemplated "reserves" for schools and churches will place those buildings within a mile and a half of every settler.

Recommending this plan of survey and allotment for adoption, the next point is—the sale and mode of payment.

Viewing our wilderness land as a raw material, which is only rendered valuable by the application of labour, and considering that the addition of every industrious settler largely enhances the productive value of the province, it is deemed of more importance that our wilderness land should be at once brought into cultivation, even without producing a direct revenue from the sale, than that it should remain in its present unproductive and comparatively valueless condition.

But it is not considered that the free granting is necessary to ensure its early occupation and improvement, as it may be so disposed of as to yield a large return to the province, and yet be less difficult of acquisition by the settler than under the present system.

It is universally admitted to be indispensable to the prosperity of every settlement, that it have good roads of communication; and the Provincial Legislature, prompted by this consideration, has from time to time appropriated large sums of money for roads even in districts where the population is scattered; so that, in fact, many parts of the province have received more public money towards the making of the roads than has been paid to the revenue for the purchase of lands through which those roads pass.

It will be in vain to expect that our millions of ungranted acres will be disposed of for centuries to come, unless opened up by roads; and as the provincial revenue is not in a condition to advance a sufficient amount for the purpose, it becomes necessary, nay, indispensable, to devise some other mode whereby the roads may be opened and the settlement at once proceeded with.

The question then arises, can the land be made to open the roads? This may undoubtedly be accomplished; but in order that it may be done effectually, the utmost caution and the most stringent regulations will be required, and every failure of performance on the part of the settler must be followed by absolute forfeiture, and the allotment resold.

The price recommended for a lot of 80 acres is 4 *s.* per acre; which will give 16 *l.*; of this amount, but 1 *s.* per acre, amounting to 4 *l.*, should be paid on the application being complied with, which will be sufficient to cover the expense of survey, preparing the grant, &c.; the remaining 12 *l.* to be paid by the settler in labour upon the roads, as near as may be to his own lot; not by day's work but at a stipulated rate per rod, and to be performed according to such specifications as may be furnished by the Government.

It is recommended, however, that the grant should not issue until, in addition to the road-work, at least four acres of the lot be cleared and put into crop, and a house built thereon; and upon a certificate being produced to the Government, properly vouched that the work has been satisfactorily performed on the roads, and the other conditions fulfilled, the grant shall

NEW BRUNSWICK.

shall immediately issue. The settlement duties should be performed within two years from the date of the application.

Supposing that 32 settlers were to take up four miles on the centre road, as in the accompanying plan; if there were no expensive bridges to build, their proportions of labour, at 6*s.* per rod, would make a good road of 18 feet wide, between ditches, for the whole distance.

This price, as compared with the average auction rates, would be a liberal allowance, and thus each allottee would be required to make 40 rods of road, and two opposite settlers would complete their road across their whole front.

In laying out such a settlement, great pains should be taken in fixing the line of the first main road, so as, if possible, to make it straight, and still carry it through a good tract of land.

A body of settlers coming out to take advantage of the above system, should arrive here early in June, and, under judicious advice and directions, they could open the road by removing the trees, chop down four acres each, preparatory to crop the following spring, and put up a log-house before the winter season.

The road thus cleared of trees would answer for the winter, and could be finished during the next summer after the crops were in, so that within 18 months each settler might entitle himself to his grant, have a good road, and gather in his first crop.

If the settlers had the money to spare, they could employ labourers to do their road-work for two-thirds, or probably one-half of the rate above-mentioned; and in such case they could apply their own labour to the clearing of their lots and the erection of their houses.

But whatever regulations may be devised, and however advantageous may be the site selected, every thing will depend upon the character and conduct of the settlers. If they are sober and industrious men, and determined to succeed, they will soon acquire a comfortable independence, and be contented and happy.

But if, on the other hand, they are persons of idle and intemperate habits, they will be sure to fail, and ultimately become a burden to the province.

Hundreds of instances could be particularized of men who have gone back into the wilderness, at the time far from roads and settlements, with no capital but their industry, and no implements but their axe, who are now in independent circumstances; their farms well cultivated, their barns and cellars filled with produce, and now surrounded by others, who, following in their track, have also made for themselves a comfortable home in the wilderness.

Blessed with a healthy climate and a fertile soil in this country, every industrious agriculturist can live and thrive.

Go where you may throughout the province, and a farmer cannot be found who has applied himself exclusively to his agricultural pursuits, who is not in a comfortable and thrifty condition; while there are many who, from a generous soil, have accumulated a large amount of property and are in affluent circumstances.

(signed) *L. A. Wilmot.*
J. R. Partelow.
W. B. Kinnear.

3 January 1849.

Enclosure 2, in No. 1.

HARVEY SETTLEMENT.

Report from Honourable *L. A. Wilmot,* Commissioner for Harvey Settlement.

Encl. 2, in No. 1.

May it please your Excellency, Fredericton, 9 February 1844.

I HAVE the honour to lay before your Excellency a Statistical Return of the Harvey Settlement for the past year, including also the new settlers in the rear lots.

The great success which has followed the labours of these industrious and valuable settlers, is an unquestionable proof of what may yet be done on our millions of wilderness lands.

The Return shows that from land where not a tree had been felled in July 1837, there have been taken, during the past autumn, 260 tons of hay and straw, and 15,000 bushels of grain, potatoes and turnips.

It

It is desirable that the accompanying Return may be circulated among the settlers' friends and countrymen in the north of England, as well as in other parts of the United Kingdom, so that the capabilities of our new land soil may appear, and that it may also be made known that we have at least 5,000,000 acres yet undisposed of—a great portion of which is of better quality than the land at Harvey, whereon the sober and industrious emigrant may create a home under the protection of British laws, and in the enjoyment of British institutions.

I have, &c.
(signed) *L. A. Wilmot*,
Commissioner.

His Excellency
Sir W. M. G. Colebrooke, K. H.,
&c. &c. &c.

RETURN of HARVEY SETTLEMENT for the Year 1843.

NAMES.	Acres in Crop, 1843.	Acres new Land for Crop next Year.	Acres in Meadow this Year.	Acres in Pasture.	Tons of Hay.	Tons of Straw.	Bushels Potatoes.	Bushels Wheat.	Bushels Oats.	Bushels Barley and Buckwheat.	Bushels Turnips.	Bushels other Roots.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Dwelling-Houses.	Barns.	Other Out-Houses.	Number in Family.	Estimated Value of Land and Improvements. £. s. d.
William Embleton	6	3	3	1	3	3	300	12	100	6	3	1	2	–	–	4	2	2	1	1	–	7	60 – –
James Mowatt	8	4	8	3	3	3	300	4	90	14	–	–	1	–	–	–	3	2	1	1	1	4	100 – –
William Messer																							
Thomas Herbert	14	8	12	3	5	5	400	6	250	31	–	1	2	–	1	7	4	1	1	1	2	8	155 – –
William Grieve																							
John Cockburn	16	10	12	6	14	5	600	18	250	34	70	3	4	1	2	7	6	2	1	2	4	8	180 – –
David Letford	6½	5	4	2	3	2	40	5	50	18	4	1	1	–	–	–	5	–	1	1	3	7	118 – –
John Thomson	6½	4	7	2	6	4	200	12	70	1	–	–	1	2	–	2	2	–	1	1	2	8	100 – –
Robert Wilson	15	10	13	2	12	6	700	16	300	50	6	3	2	2	–	–	9	3	1	1	2	10	165 – –
Henry Craigs	11½	5½	12	3	9	6	200	8	130	8	13	–	1	–	1	3	3	–	2	1	2	5	150 – –
William Bell	6	5	6	1	3	3	100	5	120	14	9	1	2	2	–	–	2	–	1	1	2	5	130 – –
Thomas Mowatt	8	4	3	1	1	3	200	12	100	42	1	1	1	2	–	–	2	2	1	1	2	6	92 – –
James Wishet	5	1½	14	6	8	2	160	7	20	16	–	–	1	2	–	–	2	2	1	1	1	2	150 – –
Alexander Hay	10	4	2	1	1	4	150	15	100	44	–	1	1	2	–	–	5	2	1	1	2	8	100 – –
Andrew Montgomery	6½	2	6	–	1	1	60	4	50	–	–	–	2	–	1	8	3	3	1	1	3	4	150 – –
Matthew Percy	11	5	7	2	6	6	400	24	200	48	6	3	1	2	–	8	4	1	1	1	3	5	135 – –
James Corne	9	5	6	4	3½	4	200	19	100	7½	3	1	2	2	–	–	4	1	1	1	2	8	126 – –
Thomas Kay	6½	3	3	1	3	3½	235	13	90	26	2½	1	2	–	–	2	2	2	1	1	3	4	73 – –
George Davidson	4	3	2	1	2	2	150	4	70	10	–	–	2	–	–	1	3	3	1	1	1	3	75 10 –
John Scott	5	2	6	2	2	4	80	8	80	11	–	–	1	–	–	–	3	1	1	1	1	2	90 10 –
Thomas Percy	8	4	5	5	8	6	300	15	100	15	12	3	3	–	1	9	5	2	1	1	2	4	180 10 –
John Carmichael	6	2	3	1	1½	2	200	7	50	25	1	–	1	–	–	2	2	1	1	1	1	7	92 – –
John Wightman	7	3	4	1½	6	3	300	4	100	15	10	–	1	2	–	–	3	1	1	1	2	6	135 – –
John Nesbitt	10	5	10	–	5	5	300	6	100	8	10	–	2	–	1	6	7	5	1	1	2	8	130 – –
Robert Tait	10	3	–	–	–	3	300	5	70	15½	–	–	1	–	–	–	5	1	1	1	–	2	70 – –
William Patterson	10	4	6	1	5	3	330	16	100	15	–	–	2	–	1	–	4	3	1	1	2	3	120 – –
William Robison	10	6	4	–	4	3	450	25	230	30	10	–	2	–	1	–	7	–	3	1	2	11	130 – –
	219½	111	158	49½	115	91½	6,955	270	2920	504	160	20	41	19	9	59	97	40	28	26	47	147	3,007 10 –
Robert Embleton	7	4	1	–	1	4	200	16	100	15	14	–	1	–	–	–	4	–	1	1	3	1	78 – –
George Nesbitt																							
George Embleton	–	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	5	72 – –
George Cockburn																							
James Swan	7¾	5	1¼	–	1	4	200	12	130	8	–	–	1	2	–	–	2	2	1	1	1	4	100 – –
Thomas Briggs	6	5	4	–	3	3	180	10	130	–	–	–	1	2	–	–	2	–	1	1	1	5	100 – –
Matthew Little	14	13	4	–	4	7	700	20	300	–	3	–	1	–	–	–	35	3	1	1	1	1	149 – –
James Little	6	3	2½	1	2	1½	300	5	70	–	–	–	1	–	–	–	2	1	1	1	–	1	90 – –
William Little	9	13	2½	3½	3½	6	570	–	240	–	–	–	2	–	1	–	8	2	1	1	1	1	133 – –
David Little	4½	11	6	2	7	2	350	3	60	3	–	–	2	–	–	–	2	3	1	1	–	1	138 – –
A. Hughen	3	2	–	–	–	1½	200	–	50	–	–	1	1	–	–	–	2	2	1	1	–	3	64 – –
Luke Craigs	–	7	–	–	–	–	–	–	–	–	–	–	1	–	–	–	7	1	–	–	–	5	50 – –
James Craigs	3	6	–	–	2	–	130	–	30	–	–	–	1	2	–	3	3	–	1	1	–	4	58 – –
John Moffat	–	7	–	–	–	–	–	–	–	–	–	–	1	–	–	–	2	2	1	–	–	3	50 – –
Thomas Brown	6	4	–	–	–	2	100	5	50	–	–	–	–	2	–	–	2	–	1	1	–	1	50 – –
M. Gill	6	4	–	5	–	–	30	–	–	30	–	–	–	–	–	–	–	–	1	–	–	–	150 – –
William Cockburn	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	—
Robert Piercy	–	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	—
	72¼	100	21	11½	23½	31	2,960	71	1160	56	17	1	13	8	1	3	72	16	13	10	7	35	1,282 – –

REMARKS.—The estimated value of improvements is made up exclusive of the buildings, and no one settler would part with his lot at the stated value.
There is a good school in the middle of the settlement, and the average attendance of scholars during the past year was 30.
The settlers accompany the original Return with the following observations:—"The climate of New Brunswick agrees well with the constitution of Englishmen; the air is salubrious, and the water as pure and wholesome as any in the world. During the six years of our location there has occurred but two deaths, while there have been 39 births without the presence of medical aid.—Six years' experience have convinced us, that notwithstanding the privations to which new settlers are exposed, diligence and perseverance must ensure success."

9 February 1844.

(signed) *L. A. Wilmot*,
Late Commissioner

NEW BRUNSWICK.

RECAPITULATION.

	Old Settlement.	Back Settlers.	TOTALS.
Acres in crop	219½	72	291½
Acres new land for crop next year	111	100	211
Acres in Meadow	158	21	179
Acres in Pasture	49½	11½	61
Tons of Hay	115	23½	138½
„ Straw	91½	31	122½
Bushels Potatoes	6,955	2,960	9,915
„ Wheat	270	71	341
„ Oats	2,920	1,160	4,080
„ Barley and Buckwheat	504	56	560
„ Turnips	160	17	177
„ Other Roots	20	1	21
Cows	41	13	54
Oxen	19	8	27
Horses	9	1	10
Sheep	59	3	62
Swine	97	72	169
Young Cattle	40	16	56
Dwelling-houses	28	13	41
Barns	26	10	36
Out-houses	47	7	54
Number of Souls	147	35	182
Estimated Value of Improvements, exclusive of Buildings	£.3,007 10 –	£.1,282 – –	£.4,289 10 –

Fredericton, February 1844.

(signed) *L. A. Wilmot*,
Commissioner.

Enclosure 3, in No. 1.

TEETOTAL SETTLEMENT.

Report from Honourable *L. A. Wilmot*, Commissioner for Teetotal Settlement.

May it please your Excellency, Fredericton, 25 January 1844.

Encl. 3, in No. 1. I HAVE the honour of herewith laying before your Excellency a Tabular Return of the improvements, crop, stock, &c. of the "Teetotal Settlement," up to the close of the last year.

The results of this, the second effort in which I have been engaged, in forming settlements in the wilderness, have afforded me the most unmingled gratification.

Where but two years ago stood a dense forest, there have been gathered by 35 settlers during the past autumn 7,276 bushels of grain, potatoes and turnips.

The accompanying Return shows an estimated value of 1,137*l.* in buildings and clearings, and when there is added to this the market value of the crop, exceeding 800*l.*, we have about 2,000*l.* return (exclusive of the making of 4¼ miles of road) from a tract of land, which, in its wilderness state, would not in the same time have produced one shilling.

I cannot now consider the successful occupation of our wild lands by associated bodies of settlers, having the privilege of making their own roads at a reasonable rate, as a doubtful experiment. No antagonist theory can prevail against the practical experience which can now be referred to.

Similar management must produce similar results, and I am well persuaded that no other system is so well calculated to promote the improvement of our millions of wilderness acres, and thus to advance the population and commerce of the province.

I have, &c.
(signed) *L. A. Wilmot*,
Commissioner.

RETURN

RETURN of TEETOTAL SETTLEMENT for the Year 1843.

NAMES.	Houses.	Out-Houses.	Acres Cleared.	Acres Cropped.	Bushels Potatoes.	Bushels Turnips.	Bushels Oats.	Bushels Wheat.	Bushels other Grain.	Cows.	Other Cattle.	Swine.	Number in Family.	Estimated Value of Improvements.
														£.
James Barrett	1	1	2	2	crops lost		–	–	–	–	–	–	1	14
Daniel Donovan	1	2	7	5	130	–	60	10	–	–	–	–	1	44
Richard Davis	1	2	3	4	150	20	30	5	10	1	–	1	5	32
John Sullivan	1	2	3	2	20	12	30	–	–	–	–	–	1	14
Michael Sullivan	1	2	5	5	300	30	40	10	17	–	–	4	2	39
James Crane	1	2	5	4	200	20	40	–	–	1	–	–	3	35
James Cailey	1	1	4	2	–	–	–	–	–	–	–	–	1	25
Michael O'Brien	1	–	5	2	50	12	–	–	–	–	–	–	2	24
Cornelius Clancy	1	1	5	4	130	–	40	–	–	–	–	–	1	35
Cornelius M'Donald	–	–	3	2	40	12	20	–	–	–	–	–	1	14
David Scanlin	1	1	3	3	200	15	30	5	–	–	–	–	4	27
Michael Crowley	1	1	5	3	100	–	25	–	–	–	–	1	2	31
Jeremiah Crowley	1	1	6	4	200	20	30	–	–	1	–	1	4	37
James Gorman	1	1	7	5	300	25	45	12	–	1	horse	3	2	43
Owen Smith	1	1	5	3	140	12	40	–	–	–	2 horses	–	1	31
Daniel O'Brien	1	1	4	4	200	12	50	4	–	–	–	–	1	33
John Mahony	1	2	4	4	200	20	30	–	–	1	–	3	5	33
Dennis Riorden	1	1	5	3	180	15	25	–	–	1	–	–	2	31
John O'Brien	–	1	4	3	150	–	20	–	–	–	–	–	1	23
George Wynne	1	1	5	4	140	20	–	9	–	–	–	3	1	33
Miles O'Leary	–	1	4	–	–	–	–	–	–	–	–	–	–	8
Simon O'Leary	–	–	5	3	–	–	–	–	–	–	–	–	–	22
Michael Mahoney	1	2	5	3	150	12	30	–	–	–	–	1	4	31
Daniel Hurley	1	2	4	3	120	15	20	8	–	1	–	2	4	29
John Driscoll, 1st	–	–	3	2	–	–	25	–	–	–	–	–	–	14
James Driscoll	1	1	5	4	150	–	25	–	–	–	–	–	1	35
Daniel Couglan	1	2	5	3	130	12	20	–	–	–	–	–	5	31
Jeremiah Donovan	–	–	3	2	–	–	–	–	–	–	–	–	1	14
John Driscoll, 2d	1	1	5	3	130	13	20	–	–	1	–	–	3	31
John Barry	1	1	6	4	230	20	40	10	–	–	–	1	3	37
Edward Connor	1	1	5	3	200	15	25	–	–	–	–	1	4	31
John M'Curdy	1	1	4	3	200	20	–	–	–	–	–	1	4	29
Daniel Sullivan	1	1	6	4	150	15	25	6	10	–	–	–	4	37
John Kingston	1	1	4	2	100	12	15	–	–	1	–	2	6	25
Timothy Daly, 1st	1	1	5	4	250	20	30	6	–	1	–	–	4	35
John Couglan	1	1	5	4	300	20	40	10	–	1	–	1	4	35
John Russel	1	2	4	5	330	25	40	–	–	–	–	1	2	37
Timothy Daly, 2d	1	–	3	3	200	20	30	–	–	–	–	1	3	24
James Mahon	1	–	3	2	100	–	10	–	–	–	–	2	7	20
Henry Wynne	–	–	3	2	130	–	20	–	–	–	–	–	1	14
TOTALS	33	41	177	127	5,700	464	980	95	37	11	3	29	101	£.1,137

REMARKS.—The valuation is exclusively confined to the improvements, and does not include the purchase-money to the Crown. In making up the estimate, each house is valued at 6*l.*, out-house, 3*l.*, and 4*l.* per acre is allowed for the land thoroughly cleared, and 2*l.* per acre for that only partially cleared.

RECAPITULATION.

Houses	33	Oats	980
Out-houses	41	Wheat	95
Acres cleared	177	Other Grain	37
Acres cropped	127	Cows	11
Bushels Potatoes	5,700	Horses	3
Turnips	464	Swine	29

TOTAL NUMBER of SOULS in the SETTLEMENT - - - - 101.

(signed) *L. A. Wilmot,*
Commissioner.

— No. 2. —

(No. 32.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to Earl *Grey*; dated Government House, Fredericton, 31 March 1849.

(Received, 1 May 1849.)

No. 2.
Lieut.-Governor Sir E. Head to Earl Grey.
31 March 1849.

"OF all the colonies of England which present any field for settlement, New Brunswick is accessible at the cheapest rate. Its climate is vigorous, but perfectly healthy; no emigrant brought here with his family could complain on that score. The sum required to take a man with his wife and two children to Australia would far more than defray his passage hither, and give him a fair start on his own resources, with a log hut and a crop in the ground. I am supposing that by an arrangement, which in connection with a railroad could be made on a large scale, a certain number of rough log huts were built, and a certain number of patches of ground tilled and planted in the spring before the emigrant arrived, so that he might derive from the crop thus raised the means of living through the first winter.

"Fuel is at his door, and although hard work and hard fare would be his lot, it is evident that if he were thus able to wait for the commencement of railroad work in the following year, he would have a clear course before him. The annexed memorandum marked (A.), contains a rough estimate of the probable cost of making the preparations necessary for receiving and housing an emigrant family in the first winter.

"All this, however, would require great care. The men must be *bonâ fide* able-bodied labourers; they must not be burthened with excessive families, or with aged or sickly relatives, and they must be selected by some person strictly responsible for their fitness. Without these precautions, the scheme would inevitably fail, and would be unjust to the colony as well as to the men themselves. The better plan would be to offer them a certain number of acres of land on which they should be placed on their first arrival, on the express condition that they worked at wages on the railroad for a given time; say, three years, and that their conduct during that time was good. The grant of the land should not issue until that time had expired, but they should in the interval occupy only on sufferance, and be allowed to clear and till whatever their spare time enabled them to deal with. It would be necessary that rather arbitrary powers of control over these individual labourers should be vested in the persons entrusted with the construction of the line, and a system of marks, accelerating or postponing the time for conveying to each his right of property, might easily be devised. Some provision for public worship and for a school at certain central spots would also be essential.

"I do not delude myself with the expectation, that settlers of the higher or middle classes would be obtained in this country, and in this manner. In fact I believe that no considerable emigration of these classes in a mass ever took place in ancient or modern times, unless under circumstances totally different from any now existing. A political quarrel among the parties of a Greek city, or religious or political persecution of the rich as well as the poor in the mother country, have driven the higher and middle class to emigrate in a body to new countries, and similar causes would again produce similar effects, especially if they could, as was formerly done, carry with them or acquire by plunder slaves to perform the hard work for them; such were the exact circumstances attending the colonization of this very province by the American Loyalists in 1784."

Enclosure in No. 2.

Encl. in No. 2.

AVERAGE produce of an acre of potatoes, first year of clearing, planted amongst the stumps?

The land being good, well cleared and cropped, 200 bushels might be looked for.

Average cost of clearing half an acre, burning the rough wood, and fitting the land for planting?

Good hard wood land would take 10 or 11 days to prepare it for crop, and if done by the job, would cost from 3 *l.* 10 *s.* 10 *d.* to 3 *l.* 15 *s.* per acre.

Quantity of seed for half an acre of potatoes?

The seed being carefully planted, 10 bushels would be required, at say, 2 *s.* 1 *d.* per bushel.

Rate

Rate per day of labour if hired?
In a short period, 3 *s.* 4 *d.* without board, and 2 *s.* 3½ *d.* with board.

Average cost of rough log hut?
A log hut, 18 × 12 feet, shingled, but without chimney or flooring, would cost 8 *l.* 6 *s.* 8 *d.*, including two windows and one door; a hut of the same dimensions, with chimney, double flooring and ceiling, with a cellar, would probably cost 15 *l.*, or 16 *l.* 13 *s.* 4 *d.*

— No. 3. —

(No. 39.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head.* Bart., to Earl *Grey.*

No. 3.
Lieut.-Governor Sir E. Head, to Earl Grey, 13 April 1849.

Government House, Fredericton,
13 April 1849.
(Received, 1 May 1849.)

My Lord,

I HAVE the honour to transmit to your Lordship a copy of a Report upon the present state of the Crown lands in this province, which has been made by the Surveyor-general, and laid before the Legislature during the present session.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 3.

Encl. in No. 3.

REPORT of the SURVEYOR-GENERAL of *New Brunswick*, upon the present state of the CROWN LANDS, with suggestions for their more efficient and ready settlement, and for rendering that branch of Public Property more advantageous and profitable as a source of Revenue.—(Laid before the House of Assembly by command of his Excellency Sir Edmund Walker Head, Bart., Lieutenant-governor, &c. &c. &c.)

Surveyor-General's Office,
7 February 1849.

May it please your Excellency,

IN November 1847, I was called upon by his Excellency Sir William Colebrooke, to submit to him a report on the state of the Crown lands of this province; which report was laid before the Honourable the House of Assembly on the 28th January 1848, and with that document I believe your Excellency is already acquainted.

As the time however appears to have arrived when the voice of those will be heard who desire to promote the agricultural interests of the province, and render it less dependent on foreign countries for bread-stuffs, I trust I may be excused, if, in submitting to your Excellency this Report of the transactions of the land department during the past year, I shall exhibit some statistics connected with the improvement and permanent settlement of the province; and should my remarks be considered as scarcely belonging to me officially, I have to crave your Excellency's indulgence, and if it be a fault, that it may be attributed to the love I bear the province, and not to any attempt impertinently to interfere in matters which do not strictly appertain to my office.

The transactions of this department may be classed under three heads; viz.—Lands, Timber and Minerals.

The number of petitions received for the purchase of land from 1st January 1848 to 1st January 1849, is 969, which, on an average of 100 acres each, would comprise 96,900 acres. Of this number, 838 have required to be surveyed at the expense of the applicant, of which 510 are not yet returned as surveyed, and consequently no further action has been had upon them. The total number of acres which have been surveyed within the year is 31,350, at a cost to the applicants of 831 *l.*, averaging about 6½ *d.* an acre, or 2 *l.* 14 *s.* 2 *d.* per lot of 100 acres, a sum far exceeding that for which the same work could be performed by the Government under a systematic arrangement of survey.

Having so frequently entered my protest against the present mode of allowing every person to cause a survey to be made of Crown lands in any shape and in any position he may see fit, upon which, in too many cases, no money is paid into the revenue, I have nothing more to urge at the present moment beyond the assertion, that the man does not live on the face of the earth who can correctly compile those surveys; and the truth of this will one day appear.

The whole quantity of land purchased during the year 1848 amounted to 26,761½ acres, of which 14,777 acres have been paid for in full, and upon which 1,789 *l.* 19 *s.* 3 *d.* have been received; leaving 11,984½ acres which have been sold under the instalment system, and upon which 473 *l.* 3 *s.* 4 *d.* have been received.

I feel it my duty at this place to state, that no less a sum than 22,831 *l.* 13 *s.* 3 *d.*, appears, by the books of my office, to be still due upon previous land transactions, but many of the original purchasers (I have reason to believe) have abandoned the land and left the country, and yet their names still remain on the books and plans of this office, as having a claim

NEW BRUNSWICK.

claim to the land in question. The area covered by their claims cannot be less than 150,000 acres.

In addition to the above quantity of land, most of which is held in breach of the conditions of purchase, I have to report, that from returns made to me, I estimate that no less than 1,600 heads of families have taken unauthorized possession of Crown lands, comprising an extent of 168,000 acres, which, at 3*s.* per acre, may be reckoned at 25,290*l.*

These two items therefore present the sum of 48,121*l.*, upon which but little interest is paid, and only a small portion of the principal, to all appearance, will ever reach the Provincial Chest.

I am far from wishing to deal harshly with actual settlers upon the waste lands of the Crown, and I would cheerfully bestow 50 acres upon every man who is or should be willing to become an actual and permanent settler; but while I would extend this consideration to the *bonâ fide* settler, I cannot think that it is dealing fairly with the man who purchases and pays the whole amount down, agreeably to the Government regulations of May 1843, to allow unauthorized possession of any extent of the Crown lands; because it is, in fact, lowering the value of the land to him who bought and paid for it according to regulations, to permit its gratuitous occupation by another who sets laws and regulations at defiance.

It is, I am aware, a difficult question to deal with, but it is equally certain that the longer its settlement is delayed, the more embarrassing will it become.

The great impediment to the due administration and management of the Crown estate for some years past, has appeared to me to have been the dread of incurring expense, because, however judicious the expenditure may be, objections are easily raised, and the measure is condemned before its results could possibly be ascertained; hence the reluctance of the Executive Government to embark in any general and extensive measures for the amelioration of the province, as connected with its wild lands, and the settlement of the wilderness, is attributable to the labour of the squatters, and those few settlers who are honest enough to pay for the land they have purchased and occupied.

It may be considered as a fact, that this province presents eight millions of acres of vacant Crown lands, of unexceptionable quality, fit for agricultural purposes; and the question has to be determined whether this valuable estate shall be thrown open to improvement by a judicious expenditure of the public money in roads and surveys through the most eligible tracts, so as to connect distant settlements, and encourage the occupation of the intervening spaces, or whether the mere squatter shall be permitted to continue, in point of fact, the chief engineer of the province, for it is undeniable that, wherever these poor people settle, there the Bye-road Money soon finds its way.

It is right that the poor man should receive all the assistance that the public funds are able to afford in improving that home in the wilderness, in which he must suffer so many bitter privations; but while the Crown estate has been given up to meet the expenses of the Civil List, the public at large have a right to demand that those resources should be duly cared for, judiciously developed, and fairly administered for the general good.

It has ever appeared to me to be unreasonable to suppose that a vast estate, comprising an area equal to that of Ireland, can possibly be advantageously and properly managed without the annual expenditure of a considerable sum of money; and experience has shown, that when the expenditure was the greatest, the revenue was also in the same proportion.

That the province is worthy and capable of great improvement will not, I trust, be disputed, and that being conceded, it becomes a duty to inquire how those improvements can be most beneficially and economically effected.

I have always been of opinion, that the first step in the improvement of a wilderness country should be the construction of roads from one town to another, or from one settlement to another, as nearly in a right line as possible, having regard to the quality of the land through which the road should pass. With the view of acquiring all the information in my power to enable the Executive Government to deal with the question, I addressed the accompanying circular letter to many of my deputies, requesting information on the subject; and herewith I have the honour to append the fund of information I have received, accompanied by a map, more clearly to set forth and elucidate their views.

I am fully aware of the difficulties which have ever presented themselves in endeavouring to improve the country by any regular and systematic outlay of public money, the beneficial results of which may be deemed remote. Yet, it appears to me, that a valuable and extensive tract of land lying between Boies Town and Dalhousie, and between the Grand Falls and Newcastle, must remain an uninhabited wilderness for ages, unless aided by some such means. The distance from the Grand Falls to Newcastle may be estimated at 120 miles, and a road could be opened from one point to the other for about 125*l.* per mile, or 15,000*l.* for the whole distance. By connecting these two important sections of the country, a healthy stimulus would be given to both, and the increased value of the land would soon repay the cost; but if only 5,000*l.* were expended, and persons taking up land on the road should be permitted to pay for the same by work upon the road, allowing every alternate lot to be reserved for sale by cash payments, I cannot but think that the road could be so constructed, and the adjoining land be so improved, as really in a few years to leave a balance in favour of the undertaking.

The importance of connecting the upper part of this province with Miramichi would also, I think, be apparent, and productive of much good.

It may not be out of place here to state my opinion, that the low price of the Crown lands, instead of tending to settle the country, is really productive of a very opposite effect, so far as inducing emigrants of any capital to proceed to New Brunswick. Little is known

of

of this province in Britain beyond the fact of its exporting large quantities of timber, and having to depend almost entirely for its bread-stuffs upon a foreign country. It can, therefore, be scarcely expected that any of the surplus agricultural population, possessing any capital, should resort hither. We have no agents in any of the shipping ports or elsewhere, to explain to the people that we have millions of acres of excellent land in a healthy climate, open for their exertions.

It would almost appear that we require no addition to our agricultural wealth, and that our prosperity is insured so long as the lumber merchant can keep his British creditor contented by shipments of timber and deals. To whatever extent the province may in years past have benefited (and I fully admit that benefit has accrued to a certain extent), yet to make that trade our sole dependence is, in my humble opinion, folly in the extreme. It is with the view, therefore, of enabling the Executive Government to develop the agricultural resources of the province, that I have so far ventured to dilate upon the capabilities of New Brunswick.

As I before observed, we have eight millions of acres of good land to be turned to account. The question would naturally present itself, how are we to raise funds to improve this domain? I should say that there could be no difficulty in raising 100,000 *l.* or 200,000 *l.* upon security of this very estate, and by the judicious expenditure of that money the value of the whole could be so increased as to enable the province to repay the debt and interest.

The timber licenses for the past year, and which will expire on 1st May next, cover an area of 2,157 square miles, at an average rate of 16*s.* 8½*d.* per mile, producing to the end of the year 1,992*l.* 8*s.* The highest rate paid for any one lot was 20*l.* 1*s.* per square mile, being a license for nine square miles, situate on the left bank of the River St. Croix, about 25 miles above St. Stephen. The quantity of land under license in 1847 was 5,360 square miles, which produced the sum of 3,585*l.* 7*s.* 9*d.*, the highest price paid per square mile being 5*l.*, the whole quantity averaging only 10*s.* 5¾*d.* per square mile. By the above your Excellency will perceive that the system of auction has this past year produced some beneficial results, having increased the rate from 10*s.* to 16*s.* 8½*d.* per square mile, although only 68 lots were contested.

The Export Duty Act, intended to alleviate all the evils under which the province suffered, has, to a great extent, proved highly injurious to the trade. The auction system in previous years has only been so in name, as the cases are rare where the revenue has derived any benefit therefrom; and as in the performance of my official duty I never could reconcile it to my ideas of common sense that 640 acres of well-timbered land should be permitted to be worked over for 12 months for 10*s.*, so I have always considered that a most pernicious stimulant was thereby given to the speculator in the lumber trade. The simple question may be asked, would any man in his senses so dispose of his private property, and if not, why should the public lands be so dealt with? The lumber trade should not be the only branch of industry receiving such protection, which, in practice, has proved injurious by enticing into the woods a larger amount of men and money than the market could possibly renumerate.

I pray your Excellency's pardon for these remarks, which, perhaps, may be considered as inconsistent with the subordinate duties required of a Surveyor-general; but I wish to raise my humble voice, now that the opportunity offers, of correcting the evil; for past experience has convinced me, that should such an improvement take place in the lumber market at home as would present the least prospect of profit, vast numbers of persons would again rush into the woods, in the vain hope of recovering what they had lost. Again the market would be overstocked, and again the same results would occur.

Independent of the prejudicial effects of the Export Duty Act, it is unjust in its operation; for whatever may be the intrinsic value of the commodity, the duty is the same. If, therefore, the export duty is still to continue, I cannot but hope that some more equitable scale may be established; for while the large square timber could well bear a much higher rate, the deals can hardly pay even 6*d.* per 1,000 superficial feet of one inch thick.

Numerous objections have been raised against the manner in which the Crown estate was managed previous to the year 1837. A reference to the accompanying statement of receipts for the last 20 years will, at least, show that the revenue for the first nine years, viz. from 1st January 1829 to 31st December 1837, amounted to 203,719*l.*, while that derived from the same source for the 11 subsequent years has only reached the sum of 145,357*l.*

The mining transactions of this department may be stated to be 23 leases now extant; viz. one in Gloucester, four in Carleton, two in York, two in Sunbury, six in Queen's, one in Northumberland, two in Kent, one in St. John, one in Westmorland, one in Albert, and two in Charlotte. The whole have realised the sum of 365*l.* 10*s.* Two rights only were sold during the last year, one for 35*l.* and the other for 5*l.* All these leases are held subject to the regulations which existed at the several periods when they were taken out.

I believe the province of New Brunswick possesses vast wealth in her minerals, and that in the course of several years a large revenue will be derivable from that source. Coal and iron of the best quality, as also plumbago, salt and silver, have already been discovered, and only require the application of capital to work them to advantage; but I respectfully state my opinion, that for the next 15 or 20 years the utmost liberality should be extended to those who are willing to commence such enterprises; and I cannot conceal my belief, that if the owners of all granted lands in the province were allowed five years in which to make discovery of any minerals within their respective grants, and permitted the right or pre-emption of taking out a lease for 100 years upon certain conditions, that it would prove highly

NEW BRUNSWICK.

highly beneficial to the province, and be received as a boon by the grantees of the Crown, as serious complaints are made by these people that the Crown should lease the minerals of their land, not considering that this right of the Crown is expressly reserved in the grants under which their titles are derived.

Although the revenue collected for the past year does not equal that of former periods, yet the whole result of the proceeds of the casual and territorial revenues from 1837 to the end of 1847, I am happy to say, leaves the province nothing to complain of, but really exhibits a balance in favour of the province after the payment of the Civil List, as will appear by the annexed statement taken from authentic documents; neither can I entertain the slightest doubt that, under proper management, the territorial revenue of the province would be far more than equivalent to the sum granted for the Civil List.

Herewith, also, I have the honour to transmit the detailed accounts of this department for the past year, which I trust will prove satisfactory.

I have, &c.

(signed) *Thomas Baillie*, Surveyor-general.

His Excellency Sir Edmund W. Head, Bart.,
Lieutenant-governor, &c. &c. &c.

CIRCULAR to DEPUTIES respecting the Formation of Roads, Settlements, &c.

Sir, Crown Land Office, 16 November 1848.

THE importance of greater attention being paid to agriculture in this province has now become so apparent, that I consider it my duty to submit to the Executive Government the propriety of opening up various parts of the country for settlement. The practice which has prevailed for some years past of allowing every person to select his own land, without reference to any general plan or system by which the country at large would be benefited, in the formation of roads to connect the different settlements, has always appeared to me very objectionable.

While using my best endeavours, however, to supersede a system which I consider so pernicious, it may be considered my duty to suggest some more beneficial plan.

My experience has taught me, that in connecting, by roads passing through good land, two or more settlements already formed, you add to their prosperity, induce the occupation of the intermediate space, and give a superior character to the whole.

I am desirous, therefore, of receiving from you recommendations having those objects in view; and in doing so you will state particularly the settlements you propose to connect, the length of roads necessary for that purpose, the quality of the land, and the probable expense to be incurred in making the connexions, with the number and extent of the bridges which will be necessary, and the probable cost of construction.

In order to identify your interest with your recommendation, I beg to inform you, that should you be employed to make the survey of any number of lots of land on such lines of proposed road, I should recommend that you would not receive pay for your services until one-half of the lots should be taken up.

In forwarding recommendations of this nature, I do not think it necessary that the roads you propose should be in a straight line from one settlement to another, because I consider the quality of the land the primary object, and to that, of course, you will pay particular attention. I also wish that you note, at the same time, any other good tracts of land which you can recommend, and which you think, if surveyed, would soon be occupied.

I should wish to receive these suggestions from you by the 20th of December next.

I have, &c.

(signed) *Thomas Baillie*, Surveyor-general.

KING'S COUNTY.—Deputy *Fairweather*'s Report.

Honourable Sir, Springfield, 8 December 1848.

IN obedience to your circular of the 16th ultimo, I beg leave to transmit you the following report thereon:

Your views relative to the importance of a greater attention to agriculture in this province, and your suggestion of a more beneficial plan of settling Crown land, I perfectly coincide with. The connecting, by roads passing through good land, two or more settlements, is of vital importance to the new settler—is the mainspring of encouragement to occupy and settle the intermediate space, even if the land, in part, should be of an inferior quality.

King's County does not embrace any large tracts of good land unoccupied; the largest tract lies between the road formerly opened between the head of Mill Stream and New Canaan Settlement and Spring Hill Settlement; there is good land on both sides of this road; the distance between those settlements is about eight miles, and embraces Thorn's Brook, &c. &c. In many parts of this tract there is good land for agricultural purposes, and in other parts the land is of an inferior quality; but there can be no doubt, that in case those settlements were connected by good roads, eventually the whole would be occupied. There is also some good land between the Baskin Settlement, north-east of Dutch Valley, and the Mechanics'

Mechanics' Settlement. As I have never explored this section of country, all the information I possess is derived from other sources. I am also informed there is good land north-east of the old Shepody Road, and also south-east thereof, extending nearly to the bay shore, but I am unable to give any correct statement thereof.

* * * * * * * * *

All of which is respectfully submitted, &c.

(signed) *Samuel Fairweather*,
Local Deputy, King's.

Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

St. John.—Deputy *Cunningham*'s Report.

Sir, St. John, 29 November 1848.

I have the honour to acknowledge the receipt of your circular letter of the 16th instant, to which I now proceed to reply.

At the eastern extremity of the county of St. John a considerable stream, called Goose River, empties into the Bay of Fundy; at its mouth there is a good harbour, well sheltered, where vessels can lie at all times in perfect safety. There is in this harbour an admirable site for ship-building, and it would form a good station for prosecuting the fisheries in its vicinity.

I propose that a road should be laid out from this harbour, up the valley of Goose River, and wholly on the western side of that river, to the southern range of lots in the Mechanics' Settlement.

From the harbour to a point on the Shepody Road, where my survey in 1842 connected with that road, is about 12 miles, in which distance no bridge would be necessary.

After leaving the sea-coast the road would pass along a table-land, covered with heavy timber, and possessing a deep soil of good quality. The country is well watered, and in every respect fit for settlement and cultivation.

At about half the distance from the bay to the Shepody Road, the road I propose would intersect and cross a new road running easterly from the Londonderry Settlement to Shepody, and a communication would thus be opened with both those settlements.

The proposed road would be of great advantage to the Mechanics' Settlement, by opening a short and easy communication with the sea, at a safe harbour.

In the southern ranges of the Mechanics' Settlement, the best land in that settlement is to be found; but very little of it has yet been taken up, owing to the want of access; as this fine tract would be laid open by the proposed road, it would soon be sold and settled, while the whole settlement would be benefited in every way.

I may mention, that I recently left the harbour of St. John at 10 o'clock, A.M., in a pilot boat, and with a moderate breeze reached the anchorage at Goose River at 6 P. M.

The advantage of such a water communication between the city of St. John and the Mechanics' Settlement, as well as with all the rest of the wilderness country in its vicinity, cannot be too highly appreciated.

I have reason to believe that a similar line of road from the mouth of Point Wolfe River, up the valley of that river, to the interior, might be laid out with great advantage, but as it is not within my district, I merely allude to it.

There is considerable vacant land at the western extremity of this county as yet almost unexplored and unknown. As there are no settlements with which it could be connected advantageously, I am unable at present to make any recommendation respecting it.

My experience in land surveying leads me to concur most fully in your views of the most objectionable practice of permitting individuals to select land under warrants of survey after the fashion now in use.

Instances have come under my notice, where a party, by selecting 100 acres of choice intervale land on the banks of a river or stream, has so located it as to prevent the sale of any land in the vicinity, or the formation of a settlement in an eligible situation.

The party thus securing the first 100 acres, virtually obtained the control of the whole district; such practices cannot be reprehended too strongly.

I have, &c.

The Hon. Thomas Baillie, Sur.-gen. (signed) *John Cunningham.*

ALBERT COUNTY.—Deputy *Stiles'* Report.

Sir, Hopewell, 8 December 1849.

IN conformity with your honour's commands respecting a circular dated the 16th day of November, 1848—

There is no part of the county of Albert where a road would be of more importance than from the Shepody Road, to commence near where the road from Salmon River comes into the Shepody Road, and extending north to Coverdale River, a distance of about five or six miles, as the land is very level, and of an excellent quality for settling, and it would open a short and convenient communication for all the settlers in the parish of Elgin to the County Buildings, and also to the Shepody River and Salmon River, where it is navigable for vessels all seasons in the year. There would be no bridges of any consequence, or very little swampy land, and the road might be made on a north line till it comes near the banks of the Coverdale, and the lots laid out east and west; and I am of an opinion that this road might be made for about 100 *l.* And if once opened, it would be immediately settled, and would be of more benefit than all that contemplated line of road from the Ferry Point to the Mechanics' Settlement. And as the road from Hopewell to Hammond River runs so near the heads of the streams leading from the bay shore to clear the vaults, that there is nothing to prevent running a number of roads back on a north line to the Coverdale River, through a large level tract of land, and the best land for settling in the county; and if roads were once opened through this tract, I think it would be immediately settled, as the land to the north of the road leading from Hopewell to Hammond River, near the Coverdale River, is far superior to the land on that road; and if laid out with roads running north and south, would be quite convenient to harbours on the bay shore, and would connect the parish of Elgin to Harvey and Hopewell, and shorten the distance about 40 miles from the road now travelled, round by Hillsborough.

The opening of a road from Point Wolf, down the bay shore, to connect with the road leading up the bay from Quaco, would open a road to the harbours, and then by extending roads north between the streams, would open roads through a large tract of wilderness land, which, I think, would be shortly settled, as your Honour will see, by the land on the bay shore from Roshea to Point Wolf, as fast as the road is made down the shore, it is immediately settled, as a great part of the land is of good quality for settling.

The old system of laying out roads is for a few settlers to go into the wilderness, and take up their land, and then mark out a road to the nearest settlement they can get, and then call upon the Commissioners to establish the same, without any reference of opening roads for other settlers, when, if the roads were properly laid out by the system proposed by your Honour, it would open roads for other settlers, and prevent the great waste in expending the public money by so many different alterations, as your Honour will see pointed out in my Report on roads in February 1847.

I have, &c.

(signed) *Reuben Stiles*, Local Deputy.

The Hon. Thomas Baillie, Sur.-gen.,
&c. &c. &c.

CARLETON COUNTY.—Deputy *Harley's* Report.

Sir, Grand Falls, 20 December 1848.

IN reply to your circular of the 13th November, I beg to acquaint you, that I have endeavoured to obtain all the information that I possibly could, respecting the new settlements of this locality—

1st Settlement commences about two miles above the Grand Falls, on the easterly side of the River St. John, on the second and third tier of lots.

2d Settlement - - - -	6 miles above the Grand Falls.
3d Settlement - - - -	14 miles above the Grand Falls.
4th Settlement - - - -	20 miles above the Grand Falls.
5th Settlement - - - -	26 miles above the Grand Falls.
6th Settlement - - - -	32 miles above the Grand Falls.

From the superior quality of the excellent tract of country lying between the 1st and 4th settlements, I have every reason to believe that the intermediate spaces will be taken up before 12 months. From what I can learn, we shall have the greater part of young Frenchmen (who are now living on the American side), locating themselves on our back settlements.

The intervening rivers between the first and fourth settlement are the Sagasse and Grand River. To bridge Grand River would cost about 200 *l.*, and Sagasse about 100 *l.*; and opening 20 miles of road from the Grand Falls to the fourth settlement, 12 feet wide, from the roots of the trees upwards, would average about 1 *s.* 6 *d.* per perch, is equal to 480 *l.* for 20 miles. It would not be necessary to bridge the above rivers until the lands were settled about three tiers deep.

In

In all my travelling through the interior of this province, particularly in the north-eastern part of it, I have not met with such a large tract of beautiful country as that lying between the Salmon River and Green River, extending back about from 10 to 15 miles, thence extending itself on a parallel course with the River St. John upwards of 30 miles. Allowing a fifth of this tract for waste land, which may not be, probably, fit for settlement, it would be capable of containing 2,300 families, giving to each family 100 acres. * * *

In order to afford a facility of improvement in this section of the country, it would be essentially necessary to bridge the main River St. John, about 200 yards below the great pitch of the Grand Falls, the cost of which would be amply paid in a very short time by the sale of the Crown lands, and the other additional revenues that would arise therefrom.

* * * * * * *

I have, &c.

(signed) *Michael Harley*, D. L. Surveyor.

The Honourable Thomas Baillie.

GLOUCESTER COUNTY.—Deputy *Carruthers'* Report.

Sir, Bathurst, 8 December 1848.

IN reference to your circular of 16th November last, the receipt of which I have the honour to acknowledge, I beg to state that the evils flowing from the present scattering mode of settlement, and the benefits to be derived from concentration, have been generally admitted on all hands. The appropriations for roads are generally found insufficient to complete the necessary communication for any one new settlement, while partial attempts are made to many. This is found a great obstacle to the favourable progress of new settlers.

If a system of concentration be adopted in Gloucester, I would recommend the following tracts, as they possess the advantage of rich soil and convenience to market, viz:—

A line of road from Teague's Brook, connecting the settlements on the bay shore with the settlement on the Innishannon Brook, and thence to the upper part of Caraquet Settlement, would pass through a fine rich tract of country, and if surveyed, would be speedily occupied. Distance from Teague's Brook to Smith's, on the Innishabnon, six miles; thence to the Caraquet Settlement about seven miles. This road, if opened, would form the great road of communication from Bathurst to the Ports of Caraquet and Shippegan. The bridges required on this line would be small in extent, three in number, and probable cost, 40 *l.* The land extending south from the Innishanon, and the south branch of Caraquet to the Pockmouche River, are of a superior quality, and I think, if a portion of them were surveyed, would soon be occupied. The road leading from Smith's, on the Innishannon, to the bay shore, passes through a good tract of land, and if surveyed, would readily be occupied.

A prolongation of the line of road leading through the Rose Hill Settlement, on the south side of the Tattagouche River, would open up a fine tract of country, being only a short distance from the town of Bathurst. If surveyed, this tract would be settled at once; only one small bridge would be required; cost, 6 *l.* to 8 *l.*

A disposition seems general to settle the district of land stretching from the Nigado River to the St. John's Settlement in rear of Green Point; this is also a desirable tract of country, and doubtless would be speedily settled, if communication through it was opened up—distance four miles; a road might also connect this tract with the bay shore—distance two miles. One bridge only would be required across the Elm-tree River; probable cost, 20 *l.*

From the Anderson Settlement, in rear of Belle-dune, a road may be extended to connect with the settlements west of the line dividing the counties; this would open up a good tract of land, and induce to the settlement thereof; distance four miles.

A line of road from Smith's, on the Middle River, passing through block 12, range 14, on Little River, thence on to the Pabineau River; thence extending on towards the Big River of Nepisiquit, would open up an excellent tract of country for settlement.

Good roads equal to any in the province, stumped, levelled and properly thrown up, or turnpiked, 20 feet in width, can be made through all the aforesaid tract of land, at the rate of from 3 *s.* 6 *d.* to 4 *s.* 6 *d.* per rod.

I would most respectfully suggest, as the best mode to effect concentration, that applicants for land should be confined to the districts laid off for the purpose, by refusing the accommodation of paying by instalments all persons elsewhere.

I am, &c.

(signed) *Matthew Carruthers.*

The Honourable Thomas Baillie, Surveyor-general,
&c &c. &c.

NEW BRUNSWICK.

SUNBURY COUNTY.—Deputy *C. L. Hatheway*'s Report.

Sir, Maugerville, 5 November 1848.

I HAVE the honour to acknowledge the receipt of your Honour's circular of the 16th November last, requiring information and recommendations of the best probable method of settling the ungranted lands for agricultural purposes.

Having been employed in surveying and exploring the forest to a considerable extent for the last 39 years, and having from early life taken much interest in an improved system of agriculture, I have witnessed with much regret the effect of that bad system, which you, by experience, have found so objectionable.

I shall endeavour to confine my recommendations to such as may be advantageously attended to for the future agricultural interest of the country, consistently with its ordinary means.

As the most of the surveys have been made along streams which were only navigable for timber driving, and the lots laid out in a hasty manner to save expense, surveyors have generally had but a limited means of acquiring a knowledge of the interior, or of the exact distance from one settlement to the other, which is best ascertained by the condensed plans in the Surveyor-general's office.

Roads through good land will certainly facilitate the settlement of the country; but I have observed along some of the great roads barren land has been settled, merely because there was a good road to it, and afterwards abandoned on account of its sterility.

The road from the mouth of Nashwalk to Little River, is settled on the rear of the lots of the old grant, and some are settled on lots more recently surveyed, while there is much better land for settlement on the third tier of lots back from the road. From this settlement, I would recommend a road to be opened to the Peoniack Settlement, distant probably about four miles: from the Penniack to Little River, distant, probably about 11 miles, ending at or near the Smith Settlement at Hungry Brook, and nearly parallel to the present great road; and to intersect this road, I would recommend one from the mills on Little River to Bear Brook, probably about nine miles, and ultimately to extend to the Fork Stream, between which and Bear Brook, is an excellent tract of land for agricultural purposes.

Along these roads, I would recommend laying out lots of 100 acres each, 20 chains in width, with frequent roads along their lines, where a second tier of lots may be desirable.

If one or all of these roads were opened, these lots would be purchased by industrious labourers, who would earn the means of purchasing the land by labour on the roads.

Having seen so much greater evil arise from crooked roads than straight ones, I would recommend all roads in the interior to be laid out, either parallel, or at right angles to other roads, and on straight lines, only to be departed from through extreme necessity.

The roads here recommended, would be through land generally very level, not intersected with large streams requiring expensive bridges, and pass through many good tracts of land for agricultural purposes, which, with its proximity to Fredericton, and other local advantages, surrounded on three sides by mills and manufacturing establishments, and no part of it more than 10 miles from an old settlement, affords a field for improvement seldom equalled in other parts of the province.

A road opened from the north-west branch of Oromocto River to the Cork Settlement, would be of great benefit to both settlements, by opening a communication between them through much good land fit for cultivation. It has proved a great drawback on the benefit of emigration to this province, that most of the capitalists among the emigrants, if they were only able to purchase a pedlar's pack, have preferred speculation to agriculture, and while the farmers could only afford 2 *l.* per month, the lumberers would give 4 *l.* to migratory labourers, thus sending the specie out of the province, and fixing the rate of wages far above its real value.

I think it might be useful in each new settlement, to give a good tract of land for a large farm to individuals who should receive a grant, gratis, upon condition of making certain specified improvements in a given time.

Such a system might encourage capitalists to undertake, and would have a salutary influence in any settlement. The wages earned in cultivating such a farm, would be expended in purchasing small farms in its vicinity, and the settlements increased, schools and public establishments would increase, affording contentment, and encouraging enterprise.

But unless roads are opened there will be no schools, and if no schools, a discouraged peasantry will desert their locations, or otherwise, deserted by their posterity as soon as they are able to leave an unpromising home, they will be left in poverty, a tax on their neighbours.

I find in all our new settlements, they require first encouragement, next instruction in agriculture, and then prosperity invariably succeeds.

The former method of granting a location ticket has proved a bad one. In addition to the ordinary disappointment of a new settler, the consciousness of his still being in debt for his land is a great tax on his comfort, and has frequently induced him to abandon his location.

I know

I know of many other good tracts of land for agricultural purposes, above and below the Grand Falls, and some in the county of St. John, all which will probably be described by surveyors from those places, but I know of no other so deserving of immediate attention as those I have first described.

All which is respectfully submitted by your Honour's obedient servant,

(signed *C. L. Hatheway*, D. L. S.

The Hon. T. Baillie, Surveyor-general, &c.

Westmorland County.—Deputy *Wilmot*'s Report.

Sir, Salisbury, 12 December 1848.

Your circular of the 16th ultimo duly came to hand, and its contents noted.

I cannot but coincide with you in the opinion, that it is highly necessary that some measure should be adopted to direct the attention of the people to agriculture; and it appears to me that no scheme can be prosecuted with so fair a prospect of a happy result, as the opening of roads through good settlement land, and, when practicable to connect settlements already formed.

The first two settlements I would recommend to be connected, are what are called the "Steves' Mountain Settlement," and the "M'Lauchlan Road Settlement." The former of these settlements is in the second tier of lots, on the Petitcoudiac River, on the north base of the grants to Christian and Frederick Steves, in Moncton. The latter is in the neighbourhood of the M'Lauchlan Road. It would take about 14 miles of road to make this connection, and about 25*s.* per mile to make the survey. Though I have never travelled this route myself, I have collected my information from such respectable authority, as to induce me not to hesitate in recommending the land. There will be no considerable expense in the forming of bridges, as there are no considerable streams to cross.

The next two settlements I would recommend the connexion of, are the Butternut Ridge, and that part of the North River Settlement which is situated on the north base of the second division of lots on that river; about three miles would make this connexion. No streams to cross, consequently no bridges required; about 25*s.* per mile will make the connexion.

There is a considerable tract of land, of a good quality, lying on the south side of Nevers' Brook; for a description of this brook, I would refer you to my return of Steves' and Boyd's Mill Reserve. This tract is about 10 miles long, east and west. A road four miles in length would reach this tract of land, commencing at the North River bridge on the Albert Settlement road, and extend north.

I am, &c.

Honourable Thomas Baillie, Sur.-gen. (signed) *S. S. Wilmot*, D. S.

York County.—Deputy *John Davidson*'s Report.

Sir, Dumfries, 20 December 1848.

In reply to your circular of the 16th of last month, I have to state, that in addition to my own information on the subject, I have made inquiries of those that I thought it likely I could get information from, who do not know of any land there would be a prospect of being generally settled beyond those I previously recommended surveying between the Howard Settlement and the Eel River, which I have surveyed, and looked out a suitable line of road, which might, at an expense of 30*l.* or 35*l.*, put in suitable hands, cut the road out 10 or 12 feet wide, and fix the bad places, that you might ride from the Howard Settlement to the mill on Eel River, a distance of between six or seven miles, which would be a great advantage to both settlements.

* * * * * * * *

I am, &c.

(signed) *John Davidson.*

Deputy *M'Lean*'s Report.

Sir, Nashwaak, 14 December 1848.

In compliance with your request, I should recommend that a road be opened, commencing at or near Wm. M'Leod's, on the Miramichi portage, and to extend in an easterly direction to the third tier of lots in block No. 1, distance about one and a quarter miles; there is about eight 100 acre lots surveyed, some of them improved upon. The land good; about 40*l.* would open a road, as the land is level, and no bridges to be made.

2d. To commence at or near Alex. M'Pherson's, and to extend eastward, passing along or near the upper line of lands granted to Alex. Campbell, in block No. 2; thence to continue on to the third tier, distance about four miles; thence to extend roads north and south

NEW BRUNSWICK.

at the commencement of every tier; by that means you would open into a fine tract of country, where many settlers would be accommodated; a road could be made for about 40*l.* per mile, as there would be no bridges of any size to be made, and the land level.

3d. It would be well to extend the Durham road a few lots further back; there is a good road as far back as lands granted to Fowler; 30*l.* or 40*l.* laid out would be the means of encouraging more settlers, as the land is good.

4th. It would be advisable that a road be opened on the lower side of what is called M'Lean's Brook, as there are a number of settlers in that direction, and good land, where many more may be accommodated; the banks on the brook being so high, renders it impossible to get to the Durham road; this line may be extended eight miles back, as the greater part of the land is good full that distance back. It would be worth 40*l.* per mile to make a road on this line; there would be no bridges of any size.

I am, &c.
(signed) *Allan M'Lean*, D.L.S.

The Hon. Thomas Baillie, Sur.-gen.

Restigouche County.—Deputy *James Montgomery*'s Report.

Sir, Dalhousie, 13 December 1848.

In answer to your circular of the 16th November, requesting information with regard to opening up certain good tracts of land, and connecting, by roads passing through one o more settlements, I would recommend the following; viz.—

The road commenced between Rorety and Russell, Belledune Settlement, to be continue on the course of the front lots to rear of same; thence running a true south course through a tract of land between Elm-tree and Jacquet Rivers; from information I have had, I am led to believe this tract of land is from 10 to 14 miles deep, of the very best quality.

The road commenced between Ultican and Quinn, to be also continued on the course of front lots to rear; thence due south, crossing the above tract at two miles distance from Rorety's road, and a road on the west side of Armstrong's Brook, at two miles from Ultican's, on the same course as the above-mentioned road. These in connexion with a road from Elm-tree in a westerly direction towards Jacquet River, would open up and cause to be settled a large section of country. Although there is some parcels of land between Jacquet and Charloe Rivers, I could not in the mean time recommend any road that would forward settlement, and ultimately be beneficial, as this is the most part rough in front, and the mountains in some places extend a considerable distance back.

I would recommend the continuation of the road between the second and third tiers, Colebrook, in rear of Campbelltown, and thence through a valley back of the flat lands towards the mouth of Upsalquitch; this road would open up a very extensive and valuable tract of land, and I feel satisfied the road itself would ultimately be of the very greatest importance, as being a more direct line than the present road along shore. I would further recommend a line to be opened from Marl Lake Road west, by magnet, passing two miles back of the Forks, Eel River, between the 4th and 5th concessions, Colebrooke (and two miles distance from the road between the 2d and 3d concessions), extending to Christopher's Brook, and to connect with Dalhousie and Campbelltown, by completing the roads already commenced between Searle and Davis, at Eel River Forks and to Lilly Lake, till they cross the two last-mentioned roads. This, I am satisfied, if opened up, would all be settled in a few years, and from the fact of its being very superior land, would become one of the most flourishing settlements in the province.

I would also suggest the valley of Christopher's Brook as a suitable place for a road, extending towards the mouth of the north-west Upsalquitch; this, I am informed, is an excellent tract of land, and if a road were formed in this direction, it would not only settle the land in its immediate vicinity, but also cause settlements on the various branches of the Upsalquitch above it, more particularly on the south-east, near which river the land is good, and especially towards the head of Charloe and Jacquet Rivers.

I cannot, without exploring, say anything about the number of bridges that would be on these lines, consequently I can give no accurate statement of the cost of making the roads, but would say that a good line of road can be made for 120*l.* per mile, exclusive of bridges, say

For cutting out and stumping 320 rods, 30 feet wide, at 5*s.*, and for turnpiking, 2*s.* 6*d.*, is	£.	120	– –
Allow extra per mile for bridges		10	– –
	£.	130	– –

This being the amount of outlay required, allow me further to state the probable amount of profit likely to accrue to the Government.

Allowing 12½ chains, or 50 rods front, for 100 acres, there will be 1,280 acres in a mile, at 2*s.* 5*d.*; the price pur., when paid down, is 154*l.* 15*s.*, from which subtract the cost as above, leaves the sum of 24*l.* 15*s.*; say further, for commission and all other charges 10*l.*, and you have still the sum of 14*l.* 15*s.* per mile profit.

While I acknowledge the value of opening up a country for settlement, by making roads through it, I would also suggest the propriety of a regular exploration previous to marking out

out any road, as it has been found by experience in this part of the province, that, with false ideas of economy, those who have had the expending of sums of money on bye-roads, have commenced a road without any kind of survey, and totally ignorant of the description of land beyond, or practicability of carrying a road through it, their knowledge being altogether confined to the place of beginning; this is frequently the result, no doubt, of a desire in the commissioner to accommodate and favour certain parties from private reasons; it thus follows, that often roads are only made a short distance, and abandoned as useless; or if continued, the alterations and windings, in order to make it useful, require a larger sum of money than would have made a good serviceable road originally, had it been surveyed; by these means large sums of public money are annually thrown away uselessly; even this has been the case, to a great extent, on the great road in this county, the money expended on it these few years back for alterations, would, I am convinced, have paid for surveying and opening up a better line.

I would beg leave further to observe, that under the present system, the sale of Crown lands does not nor ever will, in my opinion, pay for opening roads through the country. Whereas, were an efficient exploration made, and roads laid off in suitable localities only, the sale of the lands would not only make the roads, but, in all probability, as I have shown, leave an overplus.

There are also many settlers and others desirous of obtaining land, so poor that they cannot procure money by any means, however willing to pay for their grants; those persons would gladly avail themselves of the chance of road-making, were the proceeds of their labour to go towards the payment of their land. By exploration, the cost of making the roads, the number and cost of bridges, &c., could be pretty accurately ascertained, and the line given in lots at a valuation, or to the lowest bidder, among those settling on the land bordering on it.

I enclose a tracing herewith, showing the extent and connection of the proposed line of road.

I have, &c.
(signed) *James Montgomery.*

Honourable Thomas Baillie,
Surveyor-general.

QUEEN'S COUNTY.—Deputy *Colling*'s Report.

Sir, Gagetown, 21 December 1848.

In compliance with your circular of the 16th November last, wherein you express a desire that I should recommend any district in this county where I consider it would advantage and promote the settlement of the country, by connecting settlements, and to open the wilderness in districts where the land is fit for cultivation, as an inducement for emigrants to remain and settle in the country—

I have long been of the opinion, that nothing would promote more to the settlement of the province than that judicious explorations should be made of the wilderness land, and where they are found of a good quality, and fit for cultivation, that main roads should be laid out to induce and enable the emigrants, or in fact any other settler, to enter the wilderness, and then, as the land is occupied, to open cross roads leading to other main roads or settlements.

The line of road I would recommend, with every prospect of your approval, would be to commence at or about Picket's Cove, Washademoak Lake, from thence to the North Forks, Canaan River, near Taylor's mill, the distance will be about 25 miles, course about east (Mag.), it will go through a fine ridge of ungranted land; of my own knowledge I shall say four-fifths will be found fit for settlement, generally very level, no streams of any consequence, except a few brooks, therefore requiring no bridges of any amount, except one on the North Forks, and it could be built for 20*l.* at the outside, at least I was informed that Mr. Price or Mr. Clarke, some time ago, had offered to build one for that sum. This road will connect the different Settlements on the Grand Lake with those of the Washademoak Lake, Canaan River and settlement, which would be of the greatest advantage and convenience to the inhabitants of those settlements; also opening some very convenient and good land for settlement. Picket's Cove also, at the present time, stops, or nearly so, the communication on that part of the side of the lake, the Cove being too wide, and not sufficient travelling to pay for keeping a regular ferry, and there being as yet no road, not even a path round it. The line of road I recommend would make an excellent connection here. I also think, by referring to a plan of this part of the county, you see it embraces more advantages than mere local ones; it seems to me to be a more direct and nearer route than the present unfinished one from the bend of the Petitcodiac to Fredericton, by Coal Creek, Salmon and Newcastle Rivers, &c., without the disadvantages and expenses of the ferries, bridges, &c. on that rout, the line I recommend not having a single ferry or bridge except the bridge on the North Forks. You wish also I should give an estimate of the expense. I must say I have not been much engaged in road-making, but have always taken an interest in the subject, and have been in the habit of seeing roads let, and inquiring what such and such roads have cost. I have seen very good roads, well formed and turnpiked, that Major Foshay has informed me he had got done at 2*s.* 6*d.* per rod from the stump; he had the trees taken

NEW BRUNSWICK.

taken out by the roots, and the ground levelled the first year, at, I think, something less than 1 *s.* 3 *d.* per rod; the second year he had it formed and turnpiked for about the same money; it is generally considered the best and most economical plan not to work or turnpike till the second year, as the soil works easier, the smaller roots decaying, &c. &c. I have also inquired of some experienced road-makers, who tell me they have no doubt but the road on this line would be done at 2 *s.* 6 *d.* per rod; it is generally not heavy timbered; but say 3 *s.* 6 *d.* per rod, including bridging (but not the one on the North Forks), will be 56 *l.* per mile; so 25 miles will be 1,400 *l.*; but call it 1,500 *l.*, to include the bridge at the Forks; then, taking this outside estimate, it will not take half of the ungranted land on this line to pay for the making and bridging of this road, allowing eight lots to one mile, of 100 acres each, 80 rods front; so, 25 miles will give 200 lots, at 15 *l.* per lot (the present upset price), will give 3,000 *l.*, more than double the amount that would be required for making and bridging the road. As for the question in a general way, whether the land will pay for the making of the roads, I think, admits of no doubt. There are two instances of it paying the Government well in this county; I mean the Nerepis Road, great road between Fredericton and St. John, for one; how quick were settlements made after this road got into operation? which neither could nor would have been the case if no such roads had not first been made. The other instance is more recent, viz. the road on the county line between this county and Sunbury, extending from the River St. John to the Nerepis Great Road, through the Victoria Settlement. I think I am very safe in saying there would not have been 100 acres taken up, at least in this county, if that road had not been previously made; now there are several settlers there who have bought and paid the whole amount for their land, and applications monthly for more in each county; for instance, this present month there are 600 acres in this county, and 500 in Sunbury, advertised for sale next month; the applicants in both counties being respectable farmers' sons, the most of whom will pay the whole amount down. Not having the proper documents to refer to, I cannot say for a certainty, but I am sure there must already have been more money paid for land in this settlement already than has been expended on making the road.

You also wish me to point out any other tract of good land, if surveyed, that would soon be occupied. I have no doubt, if a connecting line was extended from the settlement on the Gagetown Road to the Sunbury County Line Road, 50 chains S.W. of the Spry Grant, so as to admit lots on each side of the road; also the vacant land between this Spry Grant and the aforesaid County Line Road, I know there is some good land which would be immediately taken up, the lines of the Spry not being known, applicants do not like to apply for it upon an uncertainty.

As I expect to be at the office in a week or two, I shall be happy to give you personally more particulars, and explain myself more plainly than I can by writing.

With the greatest respect, &c.

(signed) *John Colling*,
Deputy-surveyor.

The Honourable Thos. Baillie, Surveyor-general,
Fredericton.

Deputy *Kerr*'s Report.

Sir, Fredericton, 10 December 1848.

In compliance with a circular received from you of the 16th November 1848, I beg leave to state, that I and several individuals have explored the Queen's Lake Settlement, in the parish Pennfield, Charlotte County, and I am of opinion that if there was encouragement in opening out a road through this part of the province, it would be settled. A great part of the timber is the old growth of hard wood, some excellent spruce logs, and some parts a little stoney, but I think not discouraging to agricultural pursuits. The line of road necessary to be opened in order to get to St. John, on a course south, 50° or 55° E., to intersect the Nerepis Road, between Grand Bay and Mather's old establishment, which is a distance of about eight miles; no bridges of importance except small ones; thence from the Queen's Lake Settlement, north about five miles, to the interior of Craftville Settlement; thence north-easterly, until it intersects the road leading from Nerepis Road to South Branch of Oromocto, near the Patterson Settlement, distance about four miles, expense of connexion about 20 *s.* per mile, opening and repairing said line of road, about 4 *s.* per rod. I am prepared to comply with the terms of the Government in making the connexion.

I have, &c.

(signed) *James Kerr*,
Deputy-surveyor.

P.S.—I will take 200 of land in payment.

(signed) *J. K.*

Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

Deputy

Deputy *Snell*'s Report.

Sir, Grand Lake, Queen's, 9 December 1848.

I HAVE the honour to acknowledge the receipt of your circular of the 16th ultimo, desiring me to furnish you with information on the following heads:—1st. The different settlements which might be connected by roads, passing through good land.—2d. The length of road necessary for that road.—3d. The quality of the land, and the probable expense of making the connexions.—4th. The number and extent of the bridges which will be necessary, and the probable cost of construction. Further wishing me to state any other good tract of land which I think, if surveyed, would soon be occupied.

In obedience to your instructions, I would recommend that the Grand Lake and New Canaan be connected by a road leading from the Upper Settlement of Cumberland Bay to the Forks of Canaan. The length of road to pass through good land, would be about 16 miles, and the expense of making about 1,200 *l.*, there being no bridges of any consideration on this proposed line.

I would also recommend that the Gasperaux Settlement and Salmon Creek be connected by a line of road commencing near the upper Gasperaux Mills, and crossing the North Branch of Salmon Creek, the distance being about six miles; the expense of connecting, including bridges, would be about 500 *l.*, and the land is of a superior quality.

I would recommend that the Gaspereaux and Cain's River be connected by a line crossing the Gaspereaux about 12 miles from the mouth, which would pass through good land, forming a convenient and extensive settlement; I think the distance would be about 20 miles; the cost of connexion would not exceed 100 *l.* per mile, including the bridges.

I would particularly recommend that the Salmon River and Richibucto be connected by a line crossing the Big Forks Stream, about 10 miles from the mouth, thence running a little to the eastward and crossing the Little Forks. From my knowledge of this tract of land, I am aware that a line might be explored, passing through large tracts of excellent land; but as this proposed road has been recently explored by Mr. Beckwith, I consider it unnecessary to make any further remarks.

I would recommend that the front land on the south-east side of Salmon River to the mouth of the Little Forks be surveyed for settlement; this land would soon be occupied, and a survey would prevent squatters from improving on land so irregularly.

There is also an excellent tract of land situate between Salmon River and Coal Creek, extending up stream about 20 miles, which, I think, if surveyed, would soon be occupied, and also prevent squatters from settling irregularly, as they now are.

Having recommended the above tracts of land to be surveyed for settlement, without any regard to my own personal interest, I beg leave to remark, that I am highly pleased with the idea of having the present pernicious system of surveying superseded by a more beneficial one, yet I despair of ever seeing the county settled under the present system of disposing of the Crown lands. I would recommend that labour performed in opening the roads, and clearing a certain quantity of the wilderness lands, be a sufficient remuneration (under proper system) to entitle the hardy and industrious settler to a grant of a certain quantity of land.

I am, &c.

(signed) *Robert Snell*, Deputy.

Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

KENT COUNTY.—Deputy *Douglass*'s Report.

Sir, Buctouche, 7 December 1848.

IN answer to your circular of the 16th of November last, I beg leave to inform you, that in the district in which I reside, I know of no settlement that is not connected either to the Buctouche or the Cocagne by roads already made, but they are of a very inferior quality.

There is at present no inducement for young men to enter on agricultural pursuits, on account of roads not being opened through good lands. They say a mere line will not entice us to enter into the forest to take up land, but if roads were once opened so that we could immediately improve it, we would take pleasure in purchasing.

There are several good tracts of land, through which, if roads were opened, would in a short time be taken up, and would, no doubt, make extensive settlements.

I am not much acquainted with the vacant Crown land lying between the Cocagne and Buctouche Rivers. All the information I can give you respecting it, I have received from men who have travelled those woods in search of lumber.

There are four sites for roads to which I would call your attention (the accompanying plan will elucidate more clearly).

The 1st. On the south side of the Cocagne River, from S. Cormea's Grant to J. Griffin's Grant in Irish Town.

2d. On the northern side of the same river, commencing at the rear of R. M'Lelland's Grant, and running a direct course till it meets with the M'Lauchlan Road, at the same distance from the river.

3d. To commence at the St. Anthony's Settlement, and running parallel to the last mentioned line, so that two ranges of lots may be contained between.

NEW BRUNSWICK.

The 4th. On the south side of the Big Buctouche River, commencing at the rear of Thomas Bechard's Grant (lot 43), thence till it strikes the M'Lauchlan Road about one mile south of the South Branch. All the above-mentioned sites would be continuations of other roads already made, and would pass through excellent land.

With respect to the expenses that would be incurred I have no idea. The bridges over the small streams would be insignificant, and men's wages at the present would be at a very low rate.

This move that your Honour has now in contemplation, if carried into effect, will give general satisfaction, and as for the pay, should I be called upon to make the survey, I think myself bound to agree with your wishes so far as I have it in my power so to do.

I am, &c.
(signed) *Robt. Douglass.*

Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

Deputy *Layton*'s Report.

Sir, Richibucto, 11 December 1848.

I HAVE the honour to acknowledge the receipt of your circular, bearing date the 16th November last, in which I am directed to transmit to you my recommendations and suggestions for connecting settlements, &c., in this district.

In obedience to which, I beg to suggest the prolongation of the road already laid out in the Louisburg Settlement on the south branch of St. Nicholas to the Cockburn Road. I cannot speak from my own knowledge of the quality of the land through which it would pass, but have every reason to believe, from reports which I have heard, that the tract is a very eligible one. There would be nothing but small rivulets to cross, requiring no bridges of any magnitude; the probable expense of construction would be very difficult for me to estimate, as so much must depend on the manner in which they are to be built; but I am of opinion that it might be opened eight feet wide, levelled and made passable as a winter road, at an average cost of 40*l.* per mile. This road will be in length three and a half miles, thus requiring the sum of 140*l.*

It will be seen, upon reference to the sketch which accompanies this, that a road has already been surveyed by me, connecting that part of Louisburg which is on the west branch of the St. Nicholas with the Cockburn Road, also that a road has been surveyed, joining together these two settlements, and which I have particularly to recommend should be prolonged so as to connect with the settlements on Mill Creek, Buctouche. Such a road will ere long be made; but if left to Bye-road Commissioners, with their present system, it cannot be expected that they will make anything of it but a bungle. The length of this road would be four miles, and would require about 160*l.* to make it passable as a bridle-road, running in its whole distance through an entire tract of excellent land. From this point, a very advantageous connexion might be made with the great road at the Chockpish Settlement, which would also pass through an entire tract of good land.

I have made the above recommendations with a full conviction of their great utility. One evil only will arise, an evil which is more or less felt in every settlement throughout this part of the province. I allude to "forestalling;" for no sooner is a settlement formed, or a road opened, than these forestallers pounce upon the best and most convenient tracts, and keep them in reserve for their children, thus profiting by the toil of the poor settler, and retarding the general progress, by preventing others from becoming settlers in consequence of there being no vacant land adjoining the settlement. I beg to suggest, for your consideration, that if some measures could be devised to check this forestalling, that the real settlement of the country would thereby be very much accelerated.

I know of other good tracts of land in this district, but which are as yet too remote from other settlements to be thought of at present.

I have, &c.
(signed) *J. G. G. Layton*, D. S.

The Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

Deputy *Merzerall*'s Report.

Sir, Richibucto, 15 December 1848.

I HAVE the honour to acknowledge the receipt of your circular of the 16th November last, and beg leave to submit the following suggestions:—

Although I have had no opportunity lately to make myself acquainted with the general locality of the interior part of this county, yet I remember, when running some of the meridian lines for the late W. J. Layton, in 1836, that I passed through some fine tracts of land.

land. The greatest part of the country, however, is unfit for settlement, being cut up with thick spruce barrens and cedar swamps.

There are no remote settlements of any note in my district, the settlers confining themselves chiefly to the banks of the different rivers and their tributaries. The greatest obstacle which prevents parties from going farther up the country to settle, is the want of roads to encourage them to do so.

I have conversed with several persons lately on the subject of laying out roads, &c., as proposed by you, and I am glad to find that they are mutually in favour with the plan.

I would suggest, that if a road be run due west from the post road about one mile south of Martin Flanagan's for about five miles, and roads laid off north and south, at proper distances, laying out lots, would pass through good land, and would connect a fine ridge of hard-wood land that lies south of the Bay du Vin River with the post road.

That a road be run west from the mill on the little Black River (Kouchibouguac), until it would strike the post road, laying off lots as the land would suit; it would also connect the settlement on the Black River with the post road.

That a road be run westerly from the upper settler on the north side of the Kouchibouguac River, and roads to run north and south between Tweedie's and M'Innis' Brook, would pass through good ridges of land.

That a road be run on the south side of the Kouchibouguac River, commencing at the upper settlement, running up stream until it would cross the eastern meridian of Range 10 of "Layton's great Survey," and thence roads to run north and south, laying off lots as the land would permit.

That a road be run westerly from the upper settlers on the south side of the Aldouane River, for about two miles, passing through a hard-wood ridge, which is already applied for.

That a road be run westerly from the upper settlers on the north side of the Molus River, for about seven miles, and roads to run north and south at proper distances, and laying out lots as the land would permit.

That a road be run westerly from the upper settlers on the south side of the Bass River, for about five miles, crossing the above-mentioned meridian, and roads to run north and south, at proper distances, and laying off lots as the land would permit, would go through good ridges of land.

The expense of running these different roads would not be so much, as some of the lines of "Layton's great Survey" would in many instances answer, by retracing them, and replacing the boundaries of the lots where they have been cut and knocked down by lumber-men.

The expense of the bridges would also not be as would be imagined, as the largest rivers the roads would cross, do not exceed one chain in width.

I have, &c.

(signed) *Peter Merzerall*,
Deputy-surveyor.

The Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

NORTHUMBERLAND.—Deputy *James Davidson*'s Report.

Sir, Miramichi, 4 December 1848.

I HAVE the honour to acknowledge the receipt of your circular of the 16th ultimo, requiring me to furnish you with information as to good tracts of land for settlement, &c. There is an excellent tract of land in rear of the granted lands from Burnt Church to Neguac, extended back towards Stymist's Mill Stream, and easterly to the granted land on the west side of Tabusintack River. There is also a good tract of land on the north side of Little Tracady River, above the head of the tide, extending upwards, and back towards Pocmouche River. There is also an extensive tract of good land between Pocmouche River and the south branch of Caraquet River, extending from the upper settlement on Caraquet River, I think, to the Bathurst Road; and if a road were opened from the upper settlement on the south branch of Caraquet to the Bathurst Road, about eleven miles south of Bathurst, it would pass through a fine tract of hard-wood land. The whole distance would be about 24 miles, and I am not aware of any bridges, except small ones, that would be required in the whole distance.

* * * * * * * *

I have, &c.

(signed) *James Davidson*,
Deputy-surveyor.

Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

NEW BRUNSWICK.

Deputy *C. J. Peters'* Report.

Sir, Chatham, 13 December 1848.

In reply to your circular of the 16th ultimo, I beg to state, that I agree with you in the importance of attention being paid to agriculture in the present depressed state of business of all kinds in this province. I also agree that the system of each person being allowed to select his land without reference to any general plan or system by which the country at large would be benefited, and cause the roads to be laid out to the best advantage, both as to the best ground for making them, and also going through the best country for settlement, and at the same time fronting as many lots as possible on said roads, instead of having to make roads as at present in many cases where there are but three or four settlers, which takes more money out of the public chest than the purchase of their lands brings into it.

There can be no doubt, that by opening connecting roads, passing from one settlement to another, and also through good land for settlement, you add to the prosperity of the country, and induce people to go back and settle, knowing that they have, or may depend on having, a good road to their places.

The best way, in my opinion, this could be done, would be to explore and mark out the best lines of road that can be found from one settlement to another (as was the case last year, from Dixon's Ferry to Curry's at Bartibog, where the whole of the good land that was vacant, was immediately applied for, to front on the road), and through some of the best tracts for settlement that might be approved of, and after making a plan of said road, the deputy to mark out on the plan his idea of the most approved way of laying out the lots, to be submitted to the office for approval there, in case of application for land, or the Government should wish to lay the whole in lots agreeable to that plan, or to any alteration they may think proper to make, this would remedy the present evil, and enable you to have the lots laid off as regular as the nature of the land would permit. There are large tracts in this as in all other counties, that it would be useless to lay out lots on, and in some cases the road must cross them; but by picking the best lines, most of the lots would have some good land.

The plan I should recommend, if it could be carried into effect, would soon open and settle large tracts in this quarter, which I do not think, from the great scarcity of money and means of getting it amongst the middling and poorer classes that would wish to settle, can do so without something of the kind being done; viz. instead of insisting upon the applicant paying for a lot he may want, in money, at 12*l.* down, or 15*l.* by instalments, and afterwards calling on the province to make roads for him, let the lot be sold at public auction to the person that will make the greatest number of rods of good turnpike-road 23 feet wide, and not less than 80 rods for each 100 acres, except when there is any heavy bridge to be made in such place as shall be pointed out at time of sale. This you would get hundreds to do, when they could not pay two pounds in cash. The same distance of road, if made by the Commissioners of Bye or Great Roads, would cost not less than 20*l.* for 80 rods. This would open the country for settlement without having to draw any money out of the public chest, and enable those that have money to buy for money when there is good roads, and those that have not money to pay for their land by labour, and pay for their grant, instead of paying one instalment, as many now do with difficulty, and allow the remainder to stand with the interest accumulating on them yearly, and others from want of means to pay one instalment, settle without paying anything, and are better off than those that pay, as they have no interest to pay.

The road I should recommend to be explored in the first place, would be the continuation of the road through the Wilfield Settlement, crossing Black River below the mouth of Vondy's Brook, and to extend to the upper settler on Barnabie's River, a distance of about six miles from where the road is passable in summer; there would be but one bridge of any note across Black River from this road. Roads could be laid off, in several directions, through fine land for settlement, say between Barnabie's River and the Bay du Vin River, near the mouth of Big Hole Brook, and from thence to the Richibucto Road, also to extend up the several branches of Barnabie's River, and to the fine tract of land on Sabbie's River called the Dundan Ridge; the East Branch of Barnabie's River has great advantages for settlers, having large and fine intervals, in addition to its fine uplands.

* * * * * * * *

I am, &c.

(signed) *Charles J. Peters.*

The Honourable Thos. Baillie, Surveyor-general,
Fredericton.

Deputy *Price*'s Report.

Sir, Ludlow, 20 December 1848.

In pursuance of the suggestions contained in your circular of the 16th November last, I proceeded to explore, in a summary manner, such ungranted lands in this part of the county of Northumberland, as appeared to me to afford the greatest facilities for successful settlement, should any suitable measures be adopted by the Legislature to make them at once available for that purpose; and beg now to recommend to the consideration of the Government,

Government, the advantages that would attend the connecting, by a road, the large tracts of excellent upland and intervale which are situated on the small streams on the northerly side of the south-west branch of the river Miramichi, between the settlement in the vicinity of the Land Company's village of Campbell, and the scattered settlements on the Bartholomew's and Dungarvon. In no part of the county of Northumberland is there so large a quantity of good land as is situated on this route, and as a great part of it lies at an easy distance from the capital of the province, and from the port of Miramichi, it could not fail, if once properly opened up, to become in a few years a flourishing agricultural district. I have for the present (being short of time) examined more particularly the lands lying between the lot occupied by John Small, near the western extremity of the Bredalbane Settlement, as marked on the accompanying sketch, and the lot granted to Michael Carmody, one of the most westerly settlers on the south-west branch Miramichi. Through the whole of this distance, as marked out by me for a road on the enclosed sketch, I find, with very trifling exceptions, excellent land for settlement, and a good line for a road. The part of this district, which I conceive to be the most worthy of immediate attention, is an unbroken tract of upwards of 4,000 acres of upland of the best quality, extending from the grant to Carmody to the north-west angle of the reserve to R. Payne, on Porter's Brook. The growth on this land consists of maple, ash, elm and birch, slightly intermixed with cedar and other soft-wood trees; it is exceedingly well watered, has a south-east aspect, and is, on the surface, comparatively free from stone. Wherever stone appears, it is silicious limestone. The road through it would cost 60*l.* per mile. A short road to connect this tract of land with Boiestown, is desirable; and I have explored a route for that purpose, four and a half miles in length, on which there would be required 80 feet of bridges. This line could be completed for 40*l.* per mile. These roads need not be turnpiked more than 12 feet in width, and wherever the land is level and dry, nothing more would be necessary for the present than to clear out and level to that width. On the whole route to Small's, 90 feet of low bridges would be sufficient, with the exception of mere drains. The road from Small's to Doak's Mills is already made in part, and hereafter, as means were forthcoming, the main line might be connected with the road coming out to Bartholomew's Mills, or it might cross to the north side of the Dungarvon, where there are large tracts of good land, and connect with the highway at Indian Town. The upper part of it would be a suitable route for a road leading to Dalhousie, which, to avoid the broken highlands to the northward, would, whenever made, require to be taken below the Falls on Dungarvon.

On the south side of the Miramichi River, there are also numerous detached tracts of good land in the rear of the Betts' Grant, between Doak's and Boiestown Mills, on which settlements are slowly forming, even under the present defective system.

I regret to say that it is out of my power to make surveys of settlement lands, without a prospect of early payment for my services, but being a practical farmer, and well acquainted with whatever tracts of good land are in this part of the county, and moreover, as my interests are in a great degree dependent on the future agricultural prosperity of Northumberland, I should be careful, if employed in surveys by the Government, to make a selection of the best lands with which I am acquainted.

I have, &c.

(signed) *James L. Price.*

Honourable Thomas Baillie, Surveyor-general,
&c. &c. &c.

CHARLOTTE COUNTY.—Deputy *Wm. Mahood*'s Report.

Sir, St. Andrew's, 18 December 1848.

In obedience to your circular, dated the 16th November last, directing me to recommend you places, where, if roads were opened, the lands abutting thereon would be likely to be soon settled.

There are several extensive tracts of good land in this county, if through which roads were opened, would soon be settled upon; and I believe that it is for want of roads that they have not been settled upon before this time. However, the people in this county do not seem to be much inclined to settle upon new lands (witness the few sales of Crown lands which has taken place in this county for the last two years), and where they have settled, they do not improve very fast.

The extensive trade in cedar shingles which is carried on at St. Stephen's and Calais, has very much injured the settlement of the surrounding country. The merchants and traders there encourage the settlers to manufacture these shingles, for which they generally pay them in goods and provisions; this is apparently an advantage to the settler, as it would seem to be an easy means of providing provisions for the first year, but in the end it is ruinous to his farming interests, as the merchant generally manages to get the settler into his debt, so that he (the settler), is obliged to continue the manufacture, to keep his credit good, even at times when he ought to be either sowing, or securing his crops, and leaving him but very little time to clear and improve his farm.

This trade has also caused the Crown lands within 25 or 30 miles of St. Stephen's, to be all pillaged of the very fine cedar timber it contained, thereby rendering it of much less value when purchased for actual settlement.

 There

NEW BRUNSWICK.

There is one tract of land which I wish particularly to bring under your notice; it is situated to the north and west of Canoose River, and is bounded on the north and west by the River St. Croix; it contains a large quantity of good land, enough to form a parish of itself. There is a new settlement on the Canoose River on the continuation of the Oak Hill Road, and a bridge was built over the stream at this place last summer, and should this road be continued on northerly along the east side of Captain Spearman's grant, and then in nearly a direct line to the Little Falls on the St. Croix River, below Porter's Meadows, where a bridge could be constructed at a small expense across the river, it would in that distance pass through large tracts of good land, and all the travelling from St. Stephen and Calais to the Great Lakes, and to the settlements on the American Townships on the opposite side of the river, would pass along it; it would be a complete thoroughfare. And after it would be opened, then branch roads to the good land east and west of it could be made, and a connexion made with the Woodstock Road; then the whole tract would be settled.

The distance of the proposed road from the new bridge over Canoose to the Little Falls, is about 10½ miles, with no bridges excepting across rills.

Estimate of Construction.

	£.	s.	d.
Exploration to be thoroughly done would cost about - - -	20	–	–
Clearing, grubbing and levelling, 18 feet wide (10½ miles), 3,360 rods at 3 *s.* - - - - - - - - - -	504	–	–
Commission at 5 per cent., on 504 *l.* - - - - - -	25	4	–
TOTAL - - - £.	549	4	–

I do not make any estimate of the cost of the proposed bridge over the St. Croix at the Little Falls, as I imagine it would be built by the subscriptions of the people on the English and American sides of the river, for their own accommodation, and also of the lumberers whom it would accommodate.

* * * * * * *

There are two tracts of land on the east and west sides of the Woodstock Road, which was formerly laid out for the Highland Society, to which I would recommend roads being made. In that on the east side, there two persons already settled (R. King and F. Kain) who have a road partly opened on the south lines of lots D. and 20, in block H. If this road, which is about 1¼ miles long, was made, and from the front of No. 30, in the same block, a road be extended up northerly, parallel with the Woodstock Road, it would pass through some excellent land. To clear and grub it would cost about 2 *s.* 6 *d.* per rod. It might be extended northerly three or four miles.

The tract on the west side of the Woodstock Road would be intersected by the reserved road laid out between the lots surveyed for R. White and Joseph Meredith, to be continued west from the Woodstock road about two miles; this line has been already run, and lots fronted on it. It would cost about 2 *s.* 6 *d.* per rod.

On the west side of the Digdeguash River, there is now a road made as far north as the place where this new road from St. Stephen to Brockway's crosses that river, and from that place there is a winter road on the same side of the river to Walton's Meadows. I would beg to recommend that this road be opened as far as the Connick Dam, a distance of about four miles, as it passes through good farming land. The cost of clearing, grubbing and levelling would be about 3 *s.* per rod.

There is another tract of good land lying between the new road from St. Andrew's to Fredericton and the settlement on Flume Ridge, which tract is called "The Little Flume Ridge," through which, if a road was made, would connect those settlements, and be a great benefit to both. It would probably cost 2 *s.* 6 *d.* per rod, with a bridge over a branch of Trout Brook, which would cost about 10 *l.* The distance is about three miles.

I do not recommend any of those tracts with any view of surveying them, as the conditions you mention are not very tempting, and I hope you will pardon me for recommending that these roads should be at first thoroughly explored, not in a flying kind of a manner as is usually done, but with a view to their locations in such places as never afterwards requires to be altered, and 1 *l.* spent in this manner, may afterwards save hundreds. That the roads be then opened, and afterwards the lots be laid out on them, to suit those who would wish to settle; and the money contemplated to be expended in surveys, be laid out in opening the roads. The lands would then be more open to inspection, and would thus settle faster than in any other way.

I have, &c.

(signed) *Wm. Mahood*, Local Deputy,
Charlotte County.

Honourable Thos. Baillie, Surveyor-general,
&c. &c. &c.

Josephus

Josephus Moore's Report.

Sir St. David, 16 January 1849.

Having observed, by the Journals of the House of Assembly, measures put forward by you, having for their object to facilitate the settlement and improvement of the province by opening up highways, thereby connecting the different points by the most direct and feasible lines for that purpose.

I beg to submit, for your consideration, two lines of road; first, starting from the Woodstock Road, on the east side, near the junction of the Baillie Settlement Road, and about 16 miles from the village of St. Stephens, thence about a north-east course, crossing the Digdeguash at Connick's Dam, to the foot of the Magaguadavic Lake, thence connect the Burgundy and Lake George Settlements. This line would pass over as fine a tract of land, situate in the neighbourhood of Upper Trout Brook, and Davis' Brook tributaries, and on the west side of the Magaguadavic, as our county affords. Perhaps no line in this quarter would afford better land for settlement than now lies shut up for the want of a road on and in the neighbourhood of the line above proposed.

The second line I would propose is the extension of the road leading from the village of St. Stephen's, through the Oak Hill Settlement, to the Canoose Stream, where now is a good substantial bridge, thence extend through the block of land granted J. M. Spearman, Esq., to the Little Falls on the River St. Croix. A bridge at this point would connect with the settlements on the western side of Chipetnecticook Lake, and the settlers now in that quarter (our neighbours of Maine), would find a market at the least eight miles nearer to travel this line, than the road they at present travel through their own territory. It is also a fact, that from the Canoose to the Little Falls also lies a large tract of excellent land for settlement, and like many other tracts lies shut up for the want of a highway. I would further remark, that with regard to the distance of the first-named line, from the village of St. Stephen's to the Burgundy and Lake George Settlements, is probably short of 65 miles, of this 16 miles is now made. The second, through Oak Hill to the Little Falls, is about 30 miles, 16 of which is now made.

Having had some experience in road-making for a few years, on this point I would beg to state, that I have adopted a new plan, that is, instead of making turnpike-roads through wilderness land with the spade, my method is first to extend and open up the whole line by grubbing out about 26 feet wide, bridge the streams, overcome the bogs and swamps, leaving the hard ground to be turnpiked by the process of the plough; first plough, and then harrow and level the face of the road, after which turnpike, when you have a road that will settle even without any of those hills and hollows which are sure to make their appearance in a short time on all roads made with spades through the wilderness. Beside the advantage of having a turnpike thus made, you will open up the whole line, making it quite a passable road, by the first process of grubbing, &c; and also you have one other advantage, which is not least—by this method you are enabled to judge more correctly of the best points to lead water free from the road. In my humble opinion, roads may be opened up on this plan, and eventually turnpiked at a saving of 20 per cent. to the public, when you take into consideration the workmanship and durability, compared with the spade road. If these remarks of your humble servant will any way aid your exertions to promote the public good, will much gratify yours, most respectfully,

(signed) *Josephus Moore.*

Hon. Thomas Baillie, M. P. P.

P. S.—I expect a heavy falling off of the revenue, which may retard public improvement; but is there no remedy? I should remark, that I met with William Todd, Esq., of St. Stephen, on the Woodstock Road; he then told me, if the Government would sell him wilderness land (not on the Woodstock Road), he would advance money to complete that road at once. If the lands could thus be disposed of, public improvements might yet proceed.

(signed) *J. M.*

NEW BRUNSWICK.

MEMORANDUM of RECEIPTS in the Crown Land Office on account of the Casual Revenue.

YEAR.	TIMBER. £. s. d.	LAND. £. s. d.	TOTAL. £. s. d.
1829	9,717 12 11	402 15 9	10,120 8 8
1830	9,308 6 2	2,888 6 7	12,196 12 9
1831	8,748 11 8	3,907 7 –	12,655 18 8
1832	8,646 12 8	5,980 12 3	14,627 4 11
1833	8,945 14 1	9,855 5 8	18,800 19 9
1834	15,052 18 1	5,858 9 9	20,911 7 10
1835	15,293 7 9	26,649 10 8	41,942 18 5
1836	16,173 18 –	30,450 7 6	46,624 5 6
1837	10,324 8 3	15,515 6 1	25,839 14 4
1838	11,993 – 9	4,545 3 1	16,538 3 10
1839	12,269 – –	3,908 5 7	16,177 5 7
1840	18,512 – –	3,414 15 6	21,926 15 6
1841	15,753 – –	3,555 10 11	19,308 10 11
1842	6,631 – –	1,935 6 10	8,566 6 10
1843	14,543 – –	1,925 11 2	16,468 11 2
1844	4,613 16 9	3,234 3 9	7,848 – 6
1845	4,779 13 3	7,839 8 1	12,619 1 4
1846	6,445 14 7	4,545 11 4	10,991 5 11
1847	3,585 7 9	6,773 17 2	10,359 4 11
1848	1,992 8 –	2,561 5 7	4,553 13 7
TOTAL £.	203,329 10 8	145,747 – 3	349,076 10 11
1829 to 1837, inclusive £.	102,211 9 7	101,508 1 3	203,719 10 10
1838 to 1848, inclusive £.	101,118 1 1	44,238 19 –	145,357 – 1

MEMORANDUM of AMOUNTS paid the Province Treasurer on account of the Casual Revenue since the passing of the Civil List Act.

	£. s. d.
Amount paid the Province Treasurer in 1838	84,437 4 4
Ditto 1839	26,096 12 4
Ditto 1840	24,299 15 4
Ditto 1841	21,974 12 –
Ditto 1842	14,277 15 6
Ditto 1843	21,580 – –
Ditto 1844	16,726 14 9
Ditto 1845	30,912 9 10
Ditto 1846	30,264 1 –
Ditto 1847	26,053 5 9
£.	296,622 10 10
Deduct amount paid for Civil List 10 years, at 14,500*l.* a-year	145,000 – –
£.	151,622 10 10
Export duty on timber received in 1844, and included above	8,856 18 3
Ditto 1845 ditto	20,129 14 5
Ditto 1846 ditto	15,646 14 7
Ditto 1847 ditto	16,553 5 4
£.	61,186 12 7

— No. 4. —

(No. 42.)

Copy of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart., to Earl *Grey*.

Government House, Fredericton,
24 April 1849.

Sir, (Received, 15 May 1849.)

No. 4.
Lieut.-Governor Sir E. Head to Earl Grey, 24 April 1849.

Your Lordship may expect from me some account of the reasons why no apparent attempt has been made in this province to modify the Act of last year, imposing a duty on emigrants.

I brought the subject under the consideration of my Executive Council, and the member of that body who is supposed to have most influence in the House of Assembly, after making inquiry among the members, assured me that there existed an indisposition to diminish the tax on emigrants, so great as to make it doubtful whether a proposition to that effect would be carried.

In fact, the emigration of 1847 left a lasting impression on the mind of the Legislature here, and most unfortunately the condition of the emigrants whom I believe to have been sent from Earl Fitzwilliam's estate by the ship "Star,"* and who were consigned to the St. Andrew's and Quebec Railway Company last season, has been such as to increase any feeling of alarm.

* *See* Despatches No. 35, 5 June 1848. No. 46, 19 June 1848. (Pages 12 & 15 of Parl. Paper, by Command, on North American Emigration, of July 1848.) No. 52, 3 July 1848. (Page 12, Papers on North American Emigration, by Command, of August 1848.) No. 76, 3 August 1848. No. 77, 15 Aug. 1848. (Page 59, Papers on North American Emigration, by Command, February 1849.)

These poor people were not properly selected in all respects; many were infirm, and a very large proportion arrived in a pitiable state of sickness. Whilst the Assembly was sitting, some of them came up to Fredericton to solicit assistance, as they were at that moment (about six weeks ago), turned off by the railway company. They had already received a great deal of aid from the province, and many of them are at this moment in urgent want, in the streets of St. Andrew's.

I have no reason to attribute to our agent there any want of proper caution, for I sent a person down a very short time since to inspect their condition, and his report coincided with the information already received.

In short, this one ship load of emigrants has already cost the province upwards of 600*l.* currency (500*l.* sterling), at least double what the ship paid as emigrant tax. Nor is the charge yet terminated; for, in consequence of a fresh account of their destitution, I yesterday directed a fresh advance to be made for their temporary relief. In the present state of commercial depression there is no work for them, and the legal conditions by which the Government is bound, prevent our settling them on land, even if such resource were of any avail (which it could not be), to meet their immediate wants.

There never was a more striking example of the fact, that incautious and ill-regulated emigration does more than anything else to throw impediments in the way of that which might be properly conducted. There is no doubt whatever that the circumstances attending these emigrants to St. Andrew's, have had great weight in indisposing members of the Legislature to diminish the emigrant tax.

After what has been stated, your Lordship will not be surprised at my saying that I hear with some alarm of another vessel being expected at St. Andrew's from the same district in Ireland. So far as Earl Fitzwilliam is concerned, I have every reason to believe that he acted with the greatest liberality and kindness towards the emigrants of last year. If the Railway Company expect that the Government here should provide out of the emigrant fund for labourers turned off by them, I think we ought distinctly to understand what obligations the company take on the sending of such persons. Probably, if any of the emigrants of this season come from his Lordship's estate, he would have no objection to inform the Commissioners for Lands and Emigration of the nature of the conditions (if any) entered into by the Railway Company. I have myself urged upon the Directors the necessity for extreme caution; and I trust the emigrant

NEW BRUNSWICK.

agents in Ireland will have acted in good faith with reference to the class of persons sent out, as well as their accommodation on board.

I have, &c.
(signed) *Edmund Head.*

30 April 1849.

P. S.—The annexed petition, which has this day been received by me, affords a good illustration of what I have said in this despatch as to the selection of the emigrants by the ship "Star." It seems probable that John Burns was induced to come to St. Andrew's, because he had a son at Toronto, which place is in fact practically more difficult of access from the former port, as it is from Cork.

Enclosure in No. 4.

Encl. in No. 4.

To His Excellency Sir *Edmund Walker Head*, Bart., Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick, &c. &c. &c.

The petition of John Burns, of St. Andrew's, in the county of Charlotte, &c.

Humbly showeth,

That petitioner was sent from Ireland last spring by Earl Fitzwilliam, for the purpose of working on the St. Andrew's Railroad, and (though at the advanced age of 67 years) worked thereon until some weeks ago, when he was dismissed by the directors of the said railroad. That petitioner, being now out of employment, is unable to procure sustenance for himself and family, consisting of an old feeble woman, and of an orphan boy six years old, entrusted to his care. That petitioner has a son living in Toronto, Upper Canada, to whom, had he any means at all, he would instantly proceed.

That petitioner, therefore, humbly prays your Excellency to grant him some assistance which will enable him to go to Toronto. And as in duty bound, &c.

St. Andrew's, New Brunswick, 23 April 1849.

* *Sic in orig.*

"This may certify that the bearer, John Byrne,* was one of the passengers by the ship 'Star,' and has been receiving relief up to the present time.

(signed) "*James Boyd,*
"St. Andrew's, 25 April 1849." "Acting Emigration Officer."

— No. 5.—

(No. 46.)

Copy of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to Earl *Grey*.

Government House, Fredericton, 15 May 1849.

No. 5.
Lieut.-Governor Sir E. Head to Earl Grey, 15 May 1849.

My Lord, (Received, 28 May 1849.)

I have the honour to transmit the usual Reports and Ship Returns for the emigrant vessels "British Queen," "Magog," "Londonderry," "Goliah," "Pallas" and "John," which have been forwarded by the emigration officer at St. John's.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 5.

Government Emigration Office, St. John's,
4 May 1849.

Encl. in No. 5.

Sir,

I have the honour to enclose ship returns for the six passenger-vessels named in the margin.

Returns No. 1 to No. 6.

It affords me much satisfaction to report the arrival of these emigrants in good health and cleanly condition.

They will, with few exceptions, proceed almost immediately to Boston.

There are now two passenger-vessels only on the voyage from Ireland to this port, so far as I am at present advised. The immigration will probably be very limited this season.

	Passengers.
British Queen	87
Magog -	19
Londonderry	154
Goliah -	40
Pallas -	201
John - -	98
Total -	599

The Honourable John R. Partelow,
Provincial Secretary.

I have &c.
(signed) *M. H. Perley.*

SHIP

SHIP RETURN, No. 1, 1849.

REPORT on the IMMIGRANTS by the Barque "British Queen," Thomas R. Bell, Master, which arrived at St. John, New Brunswick, from Londonderry, on the 30th of April 1849.

Boarded and Examined, 1 May 1849.—*M. H. P.*

Name of Vessel—"British Queen."
Tonnage—194 tons (new).
Place of Departure—Londonderry.
Date of Sailing—31 March 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—30 April.
Number of Days on the Voyage—30.
Superficies of Deck for the use of Passengers—1,422 feet.
Number of Adults admissible, computed according to the Passengers' Act—97 by tonnage check.
Number of such Adults actually on board—68½.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what cause—Not in Quarantine.

	Adults.		Children between 14 and 1.		Children under 1 Year.		Adults.		Children between 14 and 1.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked -	–	–	–	–	–	–	27	26	20	11	4	1	51	38
Deaths on the Voyage -	–	–	–	–	1	1								
Deaths in Quarantine -	- none.													
TOTAL Deaths - - -							–	–	–	–	1	1	1	1
Number of Births on the Voyage - - - -							- none.							
Total landed in the Colony - - - - -							27	26	20	11	4	1	50	37

TOTAL - - - 87 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed		Number engaged for Government Works.	Number assisted on arrival, out of Public Fund.	Total Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
20	–	–	- none -	- *See* Remarks.				

REMARKS.

The "British Queen" is a stout barque regularly engaged in the passenger trade, and is now very comfortable. There was no complaint of the food or water; both said to be good and abundant. The passengers were chiefly "cottiers" from the county of Donegal, whose passages had been defrayed, but by whom could not be clearly ascertained, there being no disposition to give information. The master had some small sums placed in his hands by Mr. Alexander, a gentleman of landed property in Donegal county, to assist seven persons from his estate to Boston. They were all in good health, and tolerably clean.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

SHIP RETURN.—No. 2.

REPORT on the IMMIGRANTS by the Brig, "Magog," Shank, Master, which arrived at St. John, New Brunswick, from Ayr, on the 30th of April 1849.

Boarded and Examined, 1 May 1849.—*M. H. P.*

Name of Vessel—"Magog."
Tonnage—203 tons (new).
Place of Departure—Ayr.
Date of Sailing—4th April 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—30th April.
Number of days on the Voyage—26.
Superficies of Deck for the use of Passengers—
Number of Adults admissible, computed according to the Passengers' Act—
Number of such Adults actually on board—
} Not under the Passengers' Act.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what Cause—Not in quarantine.

	Adults.		Children between 14 and 7.		Children under 7 Years.		Adults.		Children between 14 and 1.		Children under 1 Year.		TOTALS.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked -	–	–	–	–	–	–	4	4	–	–	–	–	4	4
Deaths on the Voyage -	- none.													
Deaths in Quarantine -	- none.													
TOTAL Deaths - - -							- none.							
Number of Births on the Voyage - - - -							- none.							
Total landed in the Colony - - - - - -							4	4	–	–	–	–	4	4

Steerage - - - - - - - - - - 8
Cabin:—Adults - 3 Males - 2 Females.
Under 14, 3 „ - 3 „
6 5 - - - - 11

TOTAL - 19 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed		Number engaged for Government Works.	Number assisted on arrival, out of Public Fund.	TOTAL Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
4	–	–	none.					

REMARKS.

The "Magog" is a stout brig.

The passengers were highly respectable farmers from Ayrshire, with their families, live stock, farming implements, seeds, &c.; they intend settling in this province. Besides the capital they possess, they bring also the highest skill in agriculture, and the most extensive experience Altogether, a most desirable class of persons.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

SHIP RETURN.—No. 3.

REPORT on the IMMIGRANTS by the Barque "Londonderry," Samuel Hatrick, Master, which arrived at St. John, New Brunswick, from Londonderry, on the 2d of May 1849.

Boarded and Examined, 3 May 1849.—*M. H. P.*

Name of Vessel—"Londonderry."
Tonnage—299 tons (new).
Place of Departure—Londonderry.
Date of Sailing—4 April 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—2 May.
Number of Days on the Voyage—28.
Superficies of Deck for the use of Passengers—2,049 feet.
Number of Adults admissible, computed according to the Passengers' Act—146 only, the ship having no surgeon.
Number of such Adults actually on board—128½.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what Cause—Not in Quarantine.

	Adults.		Children between 14 & 7.		Children under 1 Year.		Adults.		Children between 14 & 1.		Children. under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked -	–	–	–	–	–	–	56	55	12	23	.	1	71	79
Deaths on the Voyage -	- none.													
Deaths in Quarantine -	- none.													
TOTAL Deaths - - -							- none.							
Number of Births on the Voyage - - - -							- none.							
Total landed in the Colony - - - - -							56	55	12	23	3	1	71	79

Steerage - - - - - - - - - 150
Cabin :—Adults - 1 Male - 2 Females.
Infants - 1 „ - – „
2 2 - - - 4

Total - 154 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
40	–	22	5					

REMARKS.

The "Londonderry" is a good vessel, and a great favourite in the passenger trade. The provisions and water good; the vessel and the emigrants very clean on arrival; all on board in good health. Many of the passengers were of the better class of small farmers in the north of Ireland, on their way to the United States.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

SHIP RETURN.—No. 4.

REPORT on the IMMIGRANTS by the Ship "Goliah," Christopher Slater, Master, which arrived at St. John, New Brunswick, from Liverpool, on the 2d of May 1849.

Boarded and Examined, 3 May 1849.—*M. H. P.*

Name of Vessel—"Goliah."
Tonnage—988 tons (new).
Place of Departure—Liverpool.
Date of Sailing—5 April 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—2 May.
Number of Days on the Voyage—27.
Superficies of Deck for the use of Passengers—Not measured, but ample for those on board.
Number of Adults admissible, computed according to the Passengers' Act—494, by tonnage check.
Number of such Adults actually on board—40.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what Cause—Not in Quarantine; one sick person landed at Partridge Island.

	Adults.		Children between 14 & 1.		Children under 1 Year.		Adults.		Children between 14 & 1.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked -	—	—	—	—	—	—	22	11	11	4	—	—	33	15
Deaths on the Voyage -	—	—	—	1	—	—								
Deaths in Quarantine -	none.													
TOTAL Deaths - - -							—	—	—	1	—	—	—	1
Number of Births on the Voyage - - - -							none.							
Total landed in the Colony - - - - -							22	11	11	3	—	—	33	14

Steerage - - - - - - - - 47
Cabin—Two Males, two Females - - - 4

TOTAL - - - 51 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed		Number engaged for Government Works.	Number assisted on arrival, out of Public Fund.	Total Amount Paid.
	M.	F.		By Parish.	By Private Funds.			
—	—	—	7 Masons and Stone-cutters.					

REMARKS.

The "Goliah," is an uncommonly fine ship. The passengers chiefly Irish, of the better class, from the Vale of Avoca, county Wicklow. The Master did not furnish provisions under the Passengers' Act, conceiving he had not a sufficient number to oblige him to do so. Some proceedings are about to be taken to decide this point. The death of the female, a child of 12 years, arose from its drinking a large quantity of ardent spirits.

(signed) *M. H. Perley*,
H. M. Emigration Officer.

SHIP RETURN.—No. 5.

REPORT on the IMMIGRANTS by the Barque "Pallas," Wm. Hargraves, Master, which arrived at St. John, New Brunswick, from Cork, on the 2d of May 1849.

Boarded and Examined, 3 May 1849.—*M. H. P.*

Name of Vessel—"Pallas."
Tonnage—316 tons (new).
Place of Departure—Cork.
Date of Sailing—5 April 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—2 May.
Number of Days on the Voyage—27.
Superficies of Deck for the use of Passengers—2,009 feet.
Number of Adults admissible, computed according to the Passenger's Act—158 by tonnage check.
Number of such Adults actually on board—158.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what Cause—Not in Quarantine.

	Adults.		Children between 14 & 1.		Children under 1 Year.		Adults.		Children between 14 & 1.		Children under 1 Year.		TOTALS.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked -	–	–	–	–	–	–	61	61	34	39	5	2	100	102
Deaths on the Voyage -	–	–	–	1	–	–								
Deaths in Quarantine -	–	–	–	–	–	–								
TOTAL Deaths - - -							–	–	–	1	–	–	–	1
Number of Births on the Voyage - - - -							- none.							
Total landed in the Colony - - - - -							61	61	34	38	5	2	100	101

TOTAL - - - 201 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed		Number engaged for Government Works.	Number assisted on arrival out of the Public Fund.	TOTAL Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						

REMARKS.

The "Pallas" is a comfortable vessel for passengers, and has been long in the trade. Provisions and water good; vessel clean, and passengers healthy on arrival. There was a surgeon on board.

Very many of the passengers were fishermen from Kinsale, with their families; the rest small farmers, all on their way to the United States.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

SHIP RETURN, No. 6.

REPORT on the IMMIGRANTS by the Brig "John," Edward Knox, Master, which arrived at St. John, New Brunswick, from Westport, on the 3d of May 1849.

Boarded and Examined, 3 May 1849—*M. H. P.*

Name of Vessel—"John."
Tonnage—174 tons (new).
Place of Departure—Westport.
Date of Sailing—29 March 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—3 May.
Number of Days on the Voyage—35.
Superficies of Deck for the use of Passengers—1,200.
Number of Adults admissible computed according to the Passengers' Act—87 by tonnage check.
Number of such Adults actually on board—79.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what Cause—Not in Quarantine; 1 female, ill with fever, landed at Partridge Island.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Aduts.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked -	–	–	–	–	–	–	30	34	13	19	5	1	48	54
Deaths on the Voyage -	–	–	–	2	2	–								
Deaths in Quarantine -	none.		–	–	–	–								
TOTAL Deaths - - -							–	–	–	2	2	–	2	2
Number of Births on the Voyage - - - -							none.							
Total landed in the Colony - - - - - -							30	34	13	17	3	1	46	52

Total - - - 98 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed		Number engaged for Government Works.	Number assisted on arrival out of PublicFund.	TOTAL Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
25								

REMARKS.

The "John" is a small brig, and was fitted up comfortably.

The provisions and water were said to be good. The passengers were clean and healthy, with one exception (the female) landed, whose illness was induced by a fall down the hatchway. They were chiefly a respectable class of farmers. Some families who had been tenants of Lord Sligo, had upwards of 100 *l.* in gold, and appeared in other respects well provided. They intended proceeding to the United States and Upper Canada.

(signed) *M. H. Perley,*

H. M. Emigration Officer.

— No. 6. —

(No. 47.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart. to Earl *Grey*.

No. 6.
Lieut.-Governor Sir E. Head to Earl Grey, 15 May 1849.

Government House, Fredericton, 15 May 1849.

My Lord, (Received, 28 May 1849.)

8 May 1849.

I HAVE the honour to enclose a copy of a letter from Mr. Perley, the Government Emigration Agent at St. John's, together with two original tickets referred to in that letter.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 6.

Encl. in No. 6.

Government Emigration Office, St. John's,
8 May 1849.

Sir,

WITH reference to my letter of the 4th instant, and the Return, No. 4,* of the ship "Goliah," therein enclosed; I have now the honour to state, that the emigration officer at Liverpool advises me of the sailing of this vessel, without any inspection or examination by him, and desired me to ascertain, on arrival, if she had more passengers than the Act allowed.

* Page 52.

By tonnage, the "Goliah" could bring 39 passengers, without coming under all the provisions of the Passengers' Act. On arrival the master reported 39 passengers; on inspection Dr. Harding reported 40 statute adults. The difference arose from one young female, who proved a cabin passenger; and another young female, stated to be under 14 years of age, whom Dr. Harding conceived to be older, and therefore a full passenger.

Ship "Goliah," 938 tons per register.

As there had been no apparent desire to evade the law in this respect, and the excess (if any) was very trifling, and somewhat doubtful, I did not conceive it necessary to make a public investigation.

Three of the passengers, named Peter Brady, Michael Brady, and Patrick Coen, complained that they had not received any provisions on the voyage. They summoned the master, who appeared before two magistrates on Saturday last, and stated that the passage brokers who shipped the passengers, put no provisions whatsoever on board, and told him they were not to have any from the ship. In order to produce proof of this, he prayed an adjournment until Monday, which was granted. Meantime he made compensation to the three passengers mentioned, and paid the legal expenses.

The original contract tickets for the three passengers named are enclosed; and it occurs to me, that some inquiry ought to be made into the conduct of the licensed brokers, * * * and * * * who appear to have issued them, as they seem either to have violated the Passengers' Act, or intended a fraud upon these poor emigrants.

If the original tickets are transmitted to England, the Colonial Land and Emigration Commissioners will be enabled to bring these brokers to account.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Officer.

NOT TRANSFERRABLE.

PASSENGER'S CONTRACT TICKET, No. 675.

N.B.—Any one receiving Money from or in respect of any Passenger about leaving the United Kingdom, for any place in North America, without using this Form, and correctly filling up all the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding £.10 for each such Passenger.

Liverpool, 3 April 1849.

Ship "Goliah," of 1,000 *tons register burthen, to sail from Liverpool, for St. John, New Brunswick, on the 4th day of April* 1849.

	Equal to Statute Adults.
Patrick Coen - -	40

We engage that the Parties herein named shall be provided with a Steerage Passage to St. John, New Brunswick, in the Ship "Goliah," with not less than 10 *cubic feet for luggage for each statute adult, for the sum of £.2. 17s. 6d., including Head Money (if any) at the place of landing, and every other charge; and we hereby acknowledge to have received the sum of £.2. 17s. 6d. in £.2. 17s. 6d., full payment.*

Water and Provisions, according to the annexed scale, will be supplied by the Ship as required by law; and also fires and suitable hearths for cooking. Bedding, and utensils for eating and drinking, must be provided by the Passengers.

For * * *
(signature) * * *

SCALE of PROVISIONS and WATER that will be supplied to each Adult by the Ship during the Voyage.

Two Children under 14 *years of age, and over one year, being computed as one Adult.*

7 lbs. of Bread, Biscuit, Flour, Oatmeal or Rice, or a proportionate quantity of Potatoes (5 lbs. of Potatoes being computed as equal to 1 lb of the other articles above enumerated), one-half the quantity to be Biscuit. 3 quarts of Water per day. } Issued not less often than twice a week.

Deposit £.2 17 6 *paid to* _____
Balance £._____ *paid to* _____

Total £.2 17 6 *in full.*

No Bread Stuffs allowed in this Ship.

[Indorsed, "1-3d of Berth No. 4.— * * "]

NOT TRANSFERRABLE.

The Terms of this Agreement are (the dangers of the Seas excepted), no Lunatic, Idiot, Deaf and Dumb, Blind, or Infirm Persons will be allowed to embark.

148.—This Ticket good for only Two Passengers.

PASSENGERS' CONTRACT TICKET,

Liverpool, 31 March 1849.

N. B.—Any one receiving Money from or in respect of any Passenger about leaving the United Kingdom for any place in North America, without using this Form, and strictly filling up all the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding £.10 for each such Passenger.

Ship "Goliah," of 1,000 *tons register burthen, to sail from Liverpool, for St. John, New Brunswick, on the 3d day of April* 1849.

NAMES.	Ages.	Equal to Statute Adults.
Peter Brady -	40	
Michael Brady -	20	

I engage that the Parties herein named shall be provided with a Steerage Passage to St. John, New Brunswick, in the Ship "Goliah," with not less than 10 *cubic feet for luggage for each statute adult, for the sum of £.5. 10s., including Head Money (if any) at the place of landing, and every other charge; and I hereby acknowledge to have received £.4. 15s. in part payment.*

Water and Provisions, according to the annexed scale, will be supplied by the ship as required by law; also fires, and suitable hearths for cooking. Bedding, and utensils for eating and drinking, must be provided by the Passengers.

For * * Licensed Agent.
(signature) * * *

SCALE of PROVISIONS and WATER that will be supplied to each Adult, by the Ship, during the Voyage.

Two Children under 14 *years of age, and over one year, being computed as one Adult.*

7 lbs of Bread, Biscuit, Flour, Oatmeal or Rice per week, one-half of which will consist of Bread or Biscuit (Potatoes may also be issued at the rate of 5 lbs. of Potatoes in lieu of 1 lb. of Flour, Oatmeal or Rice), and three quarts of Water per day. } Issued not less often than twice a week.

Deposit £.4 15 – *paid in Liverpool.*
Balance £.– 15 – *to be paid at* * * * *Office,* * * *
*Liverpool, before the*_____ *or deposit forfeited.*
Total £.5 10 –

Balance, 15 *s., received in full,* * * *

[Indorsed, "Berth No. 4.— * * "]

— No. 7.—

(No. 51.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart. to Earl *Grey*.

No. 7.
Lieut.-Governor Sir E. Head to Earl Grey, 17 May 1849.

Government House, Fredericton, 17 May 1849.

My Lord, (Received, 5 June 1849.)

I HAVE the honour to enclose a copy of a letter from the Emigration Agent at St. Andrews, enclosing the Ship Return for the ship "Susan," and one of the original passenger tickets.

Your Lordship will see that the apprehensions which I expressed in my despatch of the 24th of April (No. 42),* as to the character of emigrants likely to arrive at St. Andrew's, were not without foundation. I have written for a list of the names of all the emigrants, and the poor-houses whence they came.

* Page 47.

The latter part of Mr. Boyd's letter, relates to a proposal to give the emigrants by the "Star," a small sum of money, and simply to turn them over to the American frontier, which he declined to sanction.

With regard to the ship "Susan," your Lordship will see that gross deception has been practised. On the ticket the tonnage of the ship is stated as 600 tons, whereas she is really of 165 tons. On the other hand, there was no disease on board, and there seems to be no complaint of the food or water.

I would especially direct attention to the postscript on the Ship Return.

I have, &c.
(signed) *Edmund Head.*

Enclosure 1, in No. 7.

Sir, St. Andrew's, 12 May 1849.

HEREWITH I enclose duplicate returns of passengers by barque "Susan," from Cork. Encl. 1, in No. 7.

The passengers are all in good health, and I have been busily employed since yesterday morning in writing to their friends in the United States for money, to pay their passages from this place.

From letters in possession of some of the emigrants, I am in hopes money will be sent.

With very few exceptions they are miserably poor, and have no means to subist upon even for a day; widows with large families, and the most of them cannot speak English.

A large number of them have been sent from different poor-houses in Ireland, principally fom Kerry. I shall be compelled to get some temporary shelter for them for a few days, until I know what to do with them. In the mean time I shall serve them out with meal and molasses, unless instructed to do something better for them. Two more ships are daily expected.

I have been waiting for instructions about the repairs and improvements on Hospital Island. If the expected passengers are as destitute as those now landed, there is no other place for them, even should they be in health, as the owners of houses in the town will not let them in when they have no money.

Will you be good enough to inform me if there is any way in which I can legally demand from the master of the "Susan," or from the other vessels expected, any security that the passengers shall not become immediately chargeable? I enclose one of the shipping receipts, to show the deception practised upon these people. The vessel is made to be 600 tons, when she is in reality but 165. The whole number of passengers by the "Susan" receiving relief is 102.

NEW BRUNSWICK.

The "Star's" emigrants are still here, in hopes that something may be done to help them away. The small allowance they are getting is far from sufficient to support them. I have a hard time with them, but have managed to keep them in pretty good subjection. I really hope something may be done to get them away, and that as early as possible.

I have, &c.
(signed) *James Boyd,*
Acting Emigration Officer.

I have to acknowledge receipt of your letter of the 9th instant, respecting the emigrants by the "Star," which I shall lay before the local authorities to-morrow, and acquaint you with the result.

Enclosure 2, in No. 6.

Gregory O'Neill, Ship Agent, Merchant's Quay, *Cork.*

(No. 32.)

Encl. 2, in No. 7.

Ship "Susan," of 600 tons Register Burthen, to sail from Cork for St. Andrew's, on the 5th day of April 1849.

NAMES.	Age.	No. of Statute Adults.
Honora Colbert -	21	1
Michael Higgins -	3	½
		1½

Paid in full.
T. J. Gerald.

I ENGAGE that the parties herein named shall be provided with a steerage passage to St. Andrew's, New Brunswick, in the ship "Susan," with not less than 10 cubic feet for luggage for each statute adult, for the sum of 5*l.* 15*s.*, including head-money, if any, at the place of landing, and every other charge; and I hereby acknowledge to have received the sum of 5*l.* 15*s.* in full payment.

Water and provisions according to the annexed scale will be supplied by the ship as required by law, and also fires and suitable hearths for cooking.

Bedding and utensils for eating and drinking must be provided by the passengers.

(signature) *Gregory O'Neill,* per *S. A. Sullivan.*

(Date) 4 April 1849.

SCALE of Provisions and Water that will be supplied to each Adult by the Ship.

7 lbs. biscuit, rice, oatmeal or flour, or a proportionate quantity of potatoes (5 lbs. of potatoes being computed as equal to 1 lb. of the other articles enumerated) per week. } Issued not less often than twice each week.

3 quarts of water per day.

	£.	s.	d.
Deposit - -	5	15	–
Balance - -			
Total - -	15	15	–

to be paid at on or before the or deposit forfeited.

N.B.—Any one receiving money from or in respect of any passenger about leaving the United Kingdom for any place in North America, without using this form and correctly filling up the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding 10*l.* for each such passenger.

SHIP RETURN.

REPORT on the IMMIGRANTS by the Barque "Susan," ——Owen, Master, which arrived at St. Andrew's, from Cork, on the 11th of May 1849.

Name of Vessel—" Susan."
Tonnage—165 (new).
Place of Departure—Cork.
Date of Sailing—7 April 1849.
Place of Arrival—St. Andrew's.
Date of Arrival—11 May 1849.
Number of Days on the Voyage—34.
Superficies of Deck for the Use of Passengers—960.
Number of Adults admissible, computed according to the Passengers' Act—82.
Number of such Adults actually on Board—84.
Port at which the Vessel touched—None.
Date of touching—
Days there—
If placed in Quarantine, for what Cause—

Since the landing of these passengers I find, 38 families out of 42 totally destitute, nearly all of whom have been sent out from poor or workhouses, and are now, and likely to be, a charge on the province.

(signed) *James Boyd*,
Acting Emigration Officer.

St. Andrew's, 12 May 1849.

	Adults.		Children between 14 & 7.		Children under 7 Years.		Adults.		Children between 14 & 1.		Children under 1 Year.		TOTALS.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked -	–	–	–	–	–	–	34	30	18	18	7			
Deaths on the Voyage -	- none.													
Deaths in Quarantine -	- none.													
TOTAL Deaths - - -							- none.							
Number of Births on the Voyage - - - - - -							–	–	–	–	1			
Stowed away, one Adult - - - - - -							1							
Total landed in the Colony - - - - - -							35	30	18	18	8	–	61	48

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed		Number engaged for Government Works.	Number assisted on Arrival out of Public Fund.	TOTAL Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
				40 or from poor-houses.	69			

REMARKS.

Ship staunch, food and water good, and in abundance.

(signed) *James Boyd*,
Acting Emigration Officer.

— No. 8. —

(No. 53.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to Earl *Grey*.

Government House, Fredericton, 31 May 1849.

No. 8. Lieut.-Governor Sir E. Head to Earl Grey, 31 May 1849.

My Lord, (Received, 19 June 1849.)

I HAVE the honour to enclose the usual ship returns for the emigrant vessels "Albion" and "Waterford," which have arrived at St. John, together with a copy of Mr. Perley's letter relating thereto.

I have, &c.

(signed) *Edmund Head.*

Enclosure 1, in No. 8.

Government Emigration Office, St. John, 29 May 1849.

Sir,

Encl. 1. in No. 8.

I HAVE to report the arrival of the barque "Albion" from Cork, with 172 passengers, and brig "Waterford," from Limerick, with 156 passengers, for which vessels Ship Returns are enclosed.

Returns, No. 7 and No. 8.

It will be observed by the return No. 7, that the passengers by the "Albion," arrived in a very healthy state, and that their number increased during the voyage.

The passengers by the "Waterford" are all on Partridge Island, where they are undergoing purification, and endeavouring to recruit. I was present at their landing yesterday, and observed some very miserable and emaciated persons among them. All the adults were able to walk up to the buildings, although afflicted with fever and dysentery to a certain extent. They come from a district where cholera has prevailed, yet there was no case on board, or any approach to that disease.

In my whole experience I have rarely seen a more dirty, reckless, and apparently lawless set of people than a majority of the passengers by the "Waterford." Long suffering seems to have deprived them of all moral sense.

At present there are no passenger-lists in this office; but it is said that some small vessels may be expected from outports in Ireland during the season. In all probability the emigration of this season will be very limited.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

The Hon. John R. Partelow, Provincial Secretary.

Enclosure 2, in No. 8.

SHIP RETURN.—No. 7.

REPORT on the IMMIGRANTS by the Barque "Albion," Charles Daly, Master, which arrived at the Port of St. John, from Cork, on the 27th of May 1849. Encl. 2, in No. 8.

Boarded and Examined, 28 May 184—*M. H. P.*

Name of Vessel—"Albion."
Tonnage—313 tons (new).
Place of Departure—Cork.
Date of Sailing—15 April 1849.
Place of Arrival—St. John, New Brunswick.
Date of Arrival—27 May.
Number of Days on the Voyage—42.
Superficies of Deck for the use of Passengers—1,741.
Number of Adults admissible, computed according to the Passengers' Act—145.
Number of such Adults actually on board—138½.
Port at which the Vessel touched—None.
Date of touching—
Days there—
If placed in Quarantine, for what Cause—Not in Quarantine.

	Adults.		Children between 14 & 1.		Children under 1 Year.		Adults.		Children between 14 & 1.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked -	–	–	–	–	–	–	64	51	21	26	3	3	88	80
Deaths on the Voyage -	- none.													
Deaths in Quarantine -	- none.													
TOTAL Deaths - - -							- none.							
Number of Births on the Voyage - - - -							–	–	–	–	1	–	1	–
Total landed in the Colony - - - - -							64	51	21	26	4	3	89	80

Steerage - - - - - - - - - - 169
Cabin, 1 Male 2 Female Adults - - - - - - 3

TOTAL - - - 172 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed		Number engaged for Government Works.	Number assisted on arrival out of the Public Fund.	Total Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
26	–	–	6					

REMARKS.

The "Albion" is a good vessel; the provisions were excellent. The passengers were in excellent health on arrival, and in a tolerably clean condition. They were of the class of small farmers in the county of Cork; many of them from Skibbereen and that vicinity, with some fishermen from Cape Clear.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

NEW BRUNSWICK.

Encl. 3, in No. 8.

Enclosure 3, in No. 8.

SHIP RETURN.—No. 8.

REPORT on the IMMIGRANTS by the Brig "Waterford," William Robinson, Master, which arrived at the Port of St. John, from Limerick, on the 27th of May 1849.

Boarded and Examined, 28 May 1849.—*M. H. P.*

Name of Vessel—"Waterford."
Tonnage—296 tons.
Place of Departure—Limerick.
Date of Sailing—17 April 1849.
Place of Arrival—St. John.
Date of Arrival—27 May.
Number of Days on the Voyage—40.
Superficies of Deck for the use of Passengers—1,552 feet.
Number of Adults admissible, computed according to the Passengers' Act—129.
Number of such Adults actually on Board—121.
Port at which the Vessel touched—None.
Date of touching—None.
Days there—None.
If placed in Quarantine, for what Cause—In consequence of the deaths on the voyage, and sickness among the survivors.

	Adults.		Children between 14 & 1.		Children under 1 Year.		Adults.		Children between 14 & 1.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked -	–	–	–	–	–	–	63	45	23	20	6	8	92	73
Deaths on the Voyage -	3	3	2	3	1	1								
Deaths in Quarantine -	- none.													
TOTAL Deaths - - -							3	3	2	3	1	1	6	7
Number of Births on the Voyage - - - -							- none.							
Total landed in the Colony - - - - -							60	42	21	17	5	7	86	66

Steerage - - - - - - - - 152
Cabin:—1 Male, 1 Female Adult, 2 Females under 14 - - - - 4

TOTAL - - - 156 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed		Number engaged for Government Works.	Number assisted on Arrival, out of the Public Fund.	Total Amount Paid.
				By Parish.	By Private Funds.			
	M.	F.						
35	–	8	5					

REMARKS.

The "Waterford" is a smart brig, with good accommodations for her class. The provisions and water good.

The deaths on the voyage (as stated by the ship's surgeon), arose from dysentery and fever, consequent on long-continued privation and general debility. The passengers generally were in a very weak and miserable state, many suffer from dysentery, and others with feverish symptoms. They were all landed on Partridge Island.

(signed) *M. H. Perley*,
H. M. Emigration Officer.

— No. 9. —

ACT, Cap. LXIV. 1848.

No. 9.

An ACT relating to Immigration, and the care and safe keeping of the Children and Property of Deceased Emigrants.—(Passed 30 March 1848.)

Whereas, in consequence of the great influx of diseased and pauper emigrants into this Province, not only have heavy burthens been brought on the community, but the emigrants themselves and their families have undergone much distress for want of any adequate provision being made for their necessity; for further remedy whereof. Preamble.

I. Be it enacted, by the Lieutenant-governor, Legislative Council and Assembly, that the Treasurer of the Province, and Deputy Treasurers respectively, shall keep a separate account of all sums received by them respectively, as head-money or tax upon emigrants from Europe arriving in this Province; which sums so received, shall be applied, from time to time, towards relieving destitute and diseased passengers and emigrants, and in assisting them to reach their several places of destination, and shall be paid by warrant of the Lieutenant-governor or Administrator of the Government, for the time being. Treasurer to keep a separate account of the Emigrant Head-Money; which is to be applied towards their relief, and drawn by warrant.

II. And be it enacted, that the orphan or deserted children of such emigrants, or the children of such as may be paupers, may be bound out by the Overseers of the Poor of the parish, or Commissioners of Almshouses of the counties, as the case may be, where such children may be left orphans, or deserted, or be the children of paupers, as aforesaid, to any tradesman, farmer or other fit person engaged in any useful calling, until the age of 21, or in the case of girls, until the age of 18. The orphan or deserted children of the Emigrants may be bound out to tradesmen, &c., by the overseers of the poor.

III. And be it enacted, that, in case of such binding out, there shall be regular indentures of apprenticeship, in two parts, one part to be filed with the Clerk of the Peace of the county or city and county, where the same may be made, between the said Overseers of the Poor, or any two of them, or the said Commissioners of Almshouses, or any three of them, on the part and behalf of the child or person to be bound, and the master or mistress (if an unmarried woman) which shall contain an agreement on the part of such master or mistress, as the case may be, that he or she shall teach or cause such child or person to be taught to read and write, and some of the general rules of arithmetic. Indentures of apprenticeships to be entered into. To contain an agreement that the child shall be taught to read.

IV. And be it enacted, that every such indenture of apprenticeship shall be executed in the presence and by the consent of the Mayor or Recorder of the city of St. John, or of one of the Justices of the Common Pleas of any of the counties of this Province, which consent shall be subscribed or endorsed on the said indenture. Indentures to be executed in the presence and with consent of the Mayor of St. John, or a Justice of Common Pleas in other counties.

V. And be it enacted, that no such indenture shall be assigned without the consent of the said Mayor or Recorder, or Justice of the Common Pleas, subscribed to or endorsed on the said indenture, under their hands respectively. Not to be assignable without the like consent.

VI. And be it enacted, that the said Overseers of the Poor or Commissioners of the Almshouse as aforesaid, and each and every of them, shall be, and they are hereby constituted guardians of every person so bound out as aforesaid, in their respective parishes or counties, to take care that the terms of the indentures are fulfilled, and to defend the child or person bound from all cruelty, neglect or breach of contract on the part of the master or mistress; and it shall be each of their special duty, and they and each of them are hereby required, to inquire into the treatment of every such child or person so bound as aforesaid, and redress every grievance sustained by them or any of them according to law. Overseers of Poor or Commissioners of Almshouse made the guardian of the child bound.

VII. And be it enacted, that the province treasurer or deputy treasurer at any port or place where any passenger-vessel may arrive, shall be, and is hereby empowered to demand, sue for, and recover the money, property and effects of deceased emigrants, and keep a separate account of the same, which account shall be published in the Royal Gazette; and all monies so received by the said province treasurer, or any deputy treasurer, as the former property of a deceased emigrant, shall be deposited in one of the Savings Banks of the province, to the credit of the province treasurer, there to remain until claimed by some person or persons legally entitled thereto, when the same shall be paid over to such legal claimant. Property of deceased emigrants to be received by the Treasurer at the port of arrival. Publication to be made in the Royal Gazette, and money lodged in a savings bank.

NEW BRUNSWICK.

Masters of vessels to deliver, on oath, previous to entry, lists of passengers who embarked.

VIII. And be it enacted, that whenever any ship or vessel shall arrive or come from Europe to any port or place within this Province, the master or person having charge of such ship or vessel, before such ship or vessel shall be admitted to entry, shall make oath before the treasurer of the Province, or the deputy treasurer at the port or place where such vessel may arrive, that no passengers embarked or sailed on board such ship or vessel on her said voyage to this Province, or otherwise shall deliver to the said treasurer of the Province, or deputy-treasurer, a schedule or list, in writing, signed by him the said master or person having charge as aforesaid, setting forth the name, profession or employment of every passenger respectively who may have embarked or sailed on board of such ship or vessel on her said voyage, and shall also at the same time deliver to the said treasurer of the Province, or deputy treasurer as aforesaid, a schedule or list, in writing, signed as aforesaid, of the names and ages, or supposed ages of each and every passenger on board such ship or vessel who may have died during the voyage, and an account, in writing, signed as aforesaid, of all property, goods, chattels or effects, if any, on board such ship or vessel belonging to the estate of such deceased passenger, and if required by the treasurer of the Province, or any deputy treasurer as aforesaid, shall deliver such property, goods, chattels and effects to the said treasurer or deputy treasurer immediately after entry, for safe keeping; and if any or either of such schedules or lists, or such account of property shall be false in any particular, then and in every such case the master or person having charge who shall make, sign or deliver the same as aforesaid, shall forfeit and pay the sum of 50*l.* to the use of Her Majesty, to be sued for and recovered by the said province treasurer or any deputy treasurer, by summary proceeding before two magistrates, in the same form and levied in the like manner as is mentioned in the next section of this Act for recovering compensation to passengers.

Render accounts of the latter, and deliver the goods on requisition made.

Penalty on making a false list or account.

Recovery.

Compensation for deficient issues of provisions may be recovered by summary proceedings before two magistrates.

IX. And be it enacted, that any passenger arriving in this Province in any ship or vessel, who may not during the voyage have received the quantity of provisions to which they were entitled by law, shall recover compensation for the deficiency, in a sum not exceeding 5*l.* from the master or owner or person having charge of such ship or vessel, by summary proceeding before two magistrates, on the oath of one or more credible witness or witnesses, or other competent testimony, or by confession of the party charged, with costs, to be levied by warrant of distress against the goods and chattels of such party, or the tackle, apparel or furniture of the said ship or vessel, directed to some constable of the parish or place where the said ship or vessel may be, and the overplus, after deducting the costs of levy and sale, to be paid to the said master or person having charge of such ship or vessel, or owner as aforesaid.

Security for payment of the compensation may be ordered.

X. And be it enacted, that such magistrates may grant an order that such master or person having charge of such vessel as aforesaid, shall give security for payment of such compensation, on affidavit showing sufficient cause for requiring such security.

No vessel which may have arrived with passengers to be allowed to proceed to sea until all penalties, &c., legally adjudged for violations of the Passengers' Act shall have been paid.

XI. And be it enacted, that no ship or vessel which may have arrived at any port or place in this Province with passengers and emigrants from Europe as aforesaid, shall be cleared out or allowed to proceed to sea until all and every sum and sums of money, penalty or penalties which the master or person having charge of such ship or vessel shall have been legally adjudged to pay for any violation or violations of an Act of the Imperial Parliament, made and passed in the fifth and sixth years of the reign of Her present Majesty, c. 107, intituled, "An Act to regulate the Carriage of Passengers in Merchant Vessels," or of an Act in amendment thereof, made and passed in the 10th and 11th years of the reign of Her present Majesty, c. 103, intituled, "An Act to amend the Passengers' Act, and to make further provision for the Carriage of Passengers by Sea," shall first have been paid and satisfied.

Suspending Clause.

XII. And be it enacted that this Act shall not come into operation or be in force until Her Majesty's Royal approbation be thereunto had and declared.

(This Act was specially confirmed, ratified and finally enacted, by an Order of Her Majesty in Council, dated the 27th day of June 1848, and published and declared in the Province the 19th day of July 1848.)

—No. 10.—

— No. 10. —

ACT, Cap. IV. 1849.

An ACT to facilitate the Sale and Improvement of Crown Lands in certain cases.—(Passed 8 March 1849.) No. 10.

Whereas every facility and encouragement should be afforded for the occupation and improvement of the ungranted lands in this Province; and whereas it is deemed advisable that the Government should be invested with power to dispose of the Crown lands in certain cases by private sale, upon such terms and conditions as may be most encouraging to the purchaser: Preamble.

I. Be it therefore enacted, by the Lieutenant-governor, Legislative Council and Assembly, that notwithstanding anything contained in the 5th section of an Act made and passed in the eighth year of the reign of his late Majesty William the Fourth, intituled, "An Act for the Support of the Civil Government of this Province," it shall and may be lawful for his Excellency the Lieutenant-governor or Administrator of the Government for the time being, by and with the advice and consent of the Executive Council, from time to time, and as often as occasion may require, and with a view to the early disposal of the vacant Crown lands to persons who are able and willing to improve the same, to cause portions thereof to be surveyed and laid off in such place and in such way and manner as may be deemed most advisable. Vacant Crown lands may be surveyed in lots.

II. And be it enacted, that it shall and may be lawful for his Excellency the Lieutenant-governor or Administrator of the Government for the time being, by and with the advice and consent aforesaid, to sell and dispose of the lots so surveyed and laid off as aforesaid, by private sale, for such price as may be deemed advisable, and upon such terms of payment, either in money or in opening and making the roads through such lots or otherwise, as may most readily facilitate the occupation and improvement thereof by orderly and industrious settlers: Provided always, that no lot be sold at a less rate than 3 *s.* per acre, or shall contain a greater quantity than 100 acres. Lots not exceeding 100 acres may be disposed of by private sale at 3 *s.* per acre for money, or labour in making roads.

III. And be it enacted, that his Excellency the Lieutenant-governor or Administrator of the Government for the time being, by and with the advice and consent aforesaid, shall have full power and authority during the continuance of this Act, to make, publish and enforce such rules and regulations as may be required for carrying out the objects of this Act. Regulations to effectuate this Act may be made.

IV. And be it enacted, that this Act shall not come into operation or be in force until the first day of September next. Commencement of Act.

— No. 11. —

ACT, Cap. XIX. 1849.

An ACT to authorize the Commutation of Debts due to the Crown by Settlers, in certain cases, for Work on Public Roads.—(Passed, 27 March 1849.) No. 11.

Whereas, for the better encouragement of settlers on new lands who have not paid the amount of their purchase money, it is deemed advisable to provide for the commutation thereof, in certain cases, by work to be performed on the public roads; Preamble.

I. Be it therefore enacted, by the Lieutenant-governor, Legislative Council and Assembly, that from and after the passing of this Act it shall and may be lawful for his Excellency the Lieutenant-governor or Administrator of the Government for the time being, by and with the advice and consent of the Executive Council, in all cases where purchasers of Crown lands who have improved and are actually resident upon their respective lots, but have not yet paid the whole of the purchase-money therefor, and where the principal money due in any case does not exceed the sum of 12 *l.*, to order and direct that the purchasers respectively shall have permission to do and perform work and labour upon the public roads in the vicinity Labour on Roads to be accepted for Crown land debts, not exceeding 12 *l.*

 of

NEW BRUNSWICK.

of and as near as may be to their respective lots, in payment of the balances remaining due on the said purchases.

Superintending Commissioners to be appointed.

II. And be it enacted, that in order that the said work may be efficiently performed, it shall and may be lawful for his Excellency the Lieutenant-governor or Administrator of the Government for the time being, by and with the advice and consent of the Executive Council, forthwith to appoint in and for each county, or in and for any particular district, parish or settlement, one or more fit and proper person or persons as Commissioner or Commissioners, to superintend and direct the performance and application of such labour.

Debtors to notify to the Commissioners of their intention to work, &c.

III. And be it enacted, that each and every person who may be indebted to the Crown in a sum not exceeding as aforesaid 12*l.*, for and on account of the purchase of land, who is an actual and *bonâ fide* settler on the lot for which he is so indebted, and who is desirous of availing himself of the benefits and advantages of this Act, shall signify the same on or before the 15th day of June next, to such Commissioner as may be appointed for the parish, district or settlement where such settler may reside, and shall at the same time deposit with such Commissioner the sum of 1*s.* on each and every pound of the debt due from such settler, and for which he is desirous of performing work.

Commissioners to record applications, and make inquires.

IV. And be it enacted, that each and every Commissioner shall keep a record of the names of all persons who shall so report themselves as aforesaid, and shall in all cases satisfy himself that every such person is entitled to the privileges and advantages of this Act, before allowing him to avail himself thereof.

Debtors to work agreeably to directions.

V. And be it enacted, that each and every settler so recorded, shall do and perform such part and portion of work according to such specifications, and at such place and within such time as the Commissioner may direct and appoint, and as near as may be to the residence of such settlers; provided that no part of such work be performed after the 1st day of October.

Minimum width of roads, and maximum remuneration.

VI. And be it enacted, that in the cases aforesaid, no road shall be made of less width than 16 feet between the ditches, and that a sum not exceeding 5*s.* per rod, in the discretion of the Commissioner, be allowed on account of any such work: Provided always, that in any case when it may be necessary to construct a bridge, the Commissioner shall specify in what manner the same shall be built, and shall estimate, as near as may be, the value thereof in reference to the rate before mentioned, and which, when done, he shall allow to the parties building the same as and for so many rods of road.

Commissioners to make up a return with certain specifications.

VII. And be it enacted, that as soon as may be after the 1st day of October, every Commissioner shall make up a return of his proceedings under this Act, specifying therein the name of each settler who may have worked, the number of rods he has made, and the rate allowed for the same, and the number of bridges built, which said return shall be certified and signed by such Commissioner; and the respective sums therein allowed shall be deemed and taken as so much paid for and on account of the said debts due by the settlers respectively, and shall be credited as such; and in every case where the amount of such work is equal to the principal money due from the settler, his grant shall forthwith issue without any further charge or payment therefor.

Grant of land.

VIII. And be it enacted, that if any settlers shall neglect or refuse to avail themselves of the privileges and advantages offered by this Act, the Commissioner for the place or district where they may reside shall, as soon as may be after the 1st day of October, make a return of the names of such persons to the Provincial Secretary.

Act not to authorize roads of illegal width.

IX. And be it enacted, that nothing in this Act contained shall extend or be construed to extend to authorize the laying off any roads within the Province, of a width not authorized by law.

Limitation.

X. And be it enacted, that this Act shall continue and be in force until the 1st day of April in the year of our Lord 1851.

Despatches from the Right Honourable Earl Grey, Secretary of State.

— No. 1. —

(No. 115.)

Copy of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *E. Head*, Bart.

Sir, Downing-street, 23 February 1849.

No. 1.
Earl Grey to Lieut.-governor Sir E. Head, 23 February 1849.

Having referred your despatch, No. 10, of 16th January last* for the consideration of the Lords Commissioners of the Treasury, their Lordships have informed me in answer, that the officer in charge of the Commissariat at New Brunswick, has been directed to make a further repayment to the Provincial Treasury on account of expenditure for the relief of destitute emigrants from the United Kingdom in the year 1847, of the sum of 7,108 *l.* 9 *s.* 8 *d.* being in full of the amount of 14,518 *l.* 9 *s.* 8 *d.* expended from the provincial funds for that service.

I have, &c.
(signed) *Grey.*

— No. 2. —

(No. 127.)

Copy of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *E. Head*, Bart.

Sir, Downing-street, 10 May 1849.

No. 2.
Earl Grey to Lieut.-governor Sir E. Head, 10 May 1849.
† Page 16.

1. have the honour to state that I duly received your despatch, No. 14,† of the 3d of February last, and that I have considered with attention the report which it contained from a committee of your Executive Council upon the subject of immigration and the settlement of the wild lands.

2. The description which the committee have furnished of each county, of the nature of its soil and produce, and its general features, is very interesting, and I cannot but receive with pleasure so favourable a description of the province by gentlemen possessed of such good means of information. With a view of giving it all practicable publicity, I have instructed the Commissioners of Emigration to include this document in the Appendix to their forthcoming Annual Report.

3. At the same time there are some strong reasons for hoping that the colony cannot have suffered that injury which the committee apprehend to have occured from ignorance or false impressions in this country. It must be remembered, that only last year the Agent for Emigration found it necessary to report that in the course of the twelvemonth " at least 5,000 persons, natives and residents," had left New Brunswick for the United States, many of them being capitalists, and nearly all possessing some money. It is plain therefore, that no impression was then prevailing in England, which had prevented even a much greater number of persons from resorting to the province, than found that they could eventually establish themselves there. And as far as regards the influence of persons of a humbler class, you are doubtless aware, from the records of your government, that the local authorities have repeatedly found it necessary to address requests to the Government of this country that emigration to the province should be checked.

4. I have perused with much care the committee's account of what appear to them the principal defects in the present system of disposing of the Crown lands. These

* Page 66, of Parl. Paper on North American Emigration, presented by Command, Feb. 1849.

NEW BRUNSWICK.

These are, first, the form in which the lots are laid out. These are said to be sometimes as much as seven miles deep and only 30 rods wide.—Secondly. the sale of large blocks to land speculators, who obtain them not for improvement, but for re-sale—and, Thirdly, the want of a continuity of survey, by reason of which settlers are dispersed and divided.

5. I agree with the committee, that any defects of this kind which may exist, must be of an injurious tendency. In so far, however, as regards the first and third of the points adverted to, viz. the shape of the lots and the want of a continuity of survey, it can only rest with the Executive Government of the province if satisfied of the prevalence of these evils, to supply the remedy by an alteration of its present regulations and instructions.

6. The separation of the settlers, in consequence of the accumulation in private hands of large tracts, held not for improvement but for re-sale, is an evil which it is more difficult to deal with. One safeguard against it might be afforded by a much higher upset price. And I can quite believe that the price of land might advantageously be raised, notwithstanding the lower rate at which it might be bought elsewhere, provided that the purchase-money were spent on roads and on other improvements which would make the land more valuable to the real settler, so that the increase of price to him would be nominal. But from the tenor of the opinions which have often been expressed from the province, I am aware that no increase of price is likely to be deemed admissible there; and it must be admitted that such an increase would not remedy the evil which already exists, even though it should prevent its recurrence. The only measure which would attain both objects would be the imposition of a small tax on land applicable to local purposes, such as exists in the Northern States of the Union and in the province of Canada. This measure, if feasible, is one which can emanate only from the local Legislature, but which it is competent to that authority to pass at any time, if judged by it to be requisite for the public interest.

7. Besides pointing out the defects which I have above examined, the committee give their opinion in favour of a plan* of settlement suggested to them by Mr. Beckwith, of the Land Department, of which the principal features are, that the land should be disposed of in small lots, and that the settler should only pay one-fourth of the price in money, contributing the remainder in labour on the roads. This is a scheme which in various forms has often been suggested from New Brunswick, and which, in some cases, that will be within your knowledge, has been actually tried.

* *See* page 21.

8. I need scarcely mention the objections of a general character to sales of land upon credit. They have been repeatedly urged in those treatises which have most authority on the subject of colonization, and have been often reproduced in public documents. In Lord Stanley's despatch of the 3d of February 1843, and in the previous papers therein referred to, he pointed out these objections as applicable to some plans which were then contemplated in New Brunswick, and he again referred to them in a later despatch, of the 28th of September 1844, upon certain new land regulations at that time devised by the Council. Nevertheless, Lord Stanley stated that, as they were recommended on such high authority, he would not desire them to be cancelled, but would leave it to the Governor to act upon them, until experience should show whether or not they were advantageous to the province.

Parl. Paper, 291, 1843, page 158.

9. I am not aware, however, that any very distinct report was ever made by your predecessor of the extent to which these rules were acted upon, or of the consequences which may have ensued. From his despatch of the 27th of April 1847, I gathered that the Legislature objected to incurring any expense for the formation of such settlements. I can only state that the whole subject having been referred to the local authorities, I am not aware of the existence of any instructions from home that would interfere with the trial of any experiment which may be shown to the satisfaction of yourself and of the Legislature, if a vote of public money be required, to be advisable.

Parl, Paper, June 1847, page 15.

I have, &c.

(signed) *Grey.*

NOVA SCOTIA.

Despatch from Lieutenant-Governor Sir *John Harvey*.

— No. 1. —

(No. 121.)

COPY of a DESPATCH from Lieutenant-Governor Sir *John Harvey* to Earl *Grey*.

No. 1.
Lieut.-Governor Sir John Hervey to Earl Grey.
13 June 1849.
* Page 71.

Government House, Halifax, 13 June 1849.

My Lord, (Received 25 June 1849.)

REFERRING to your Lordship's despatch (No. 166),* of the 10th of May, accompanied by a letter addressed to your Lordship by his Grace the Duke of Sutherland, I have now the honour to report, that immediately on the receipt of those documents, I called upon the Comptroller of Customs to direct the proper officer at the port of Pictou to explain the circumstances under which head-money was collected from the passengers landed at that port from the barque "Ellen," and subsequently transhipped to Prince Edward Island.

2. From the documents enclosed, it will appear that the "Ellen" cleared for Pictou and not for Prince Edward Island; that four days after her arrival she sailed for a port in New Brunswick, leaving all her passengers (in number 126 adults) behind; that of these, but six families subsequently removed to Prince Edward Island in other vessels. Under these circumstances no legal claim to a return of head-money could be established, and however hardly the double payment exacted in the sister colony may have borne upon these poor people in this instance, I humbly conceive that very great inconvenience would result if emigrants landing in one province and subsequently dispersing into others, were encouraged to reclaim the head-money paid at the port of landing, where in a great majority of cases they would, from the prevalence of poverty and disease, be chiefly burthensome. Less difficulty would arise if each colony, collecting from ships entering its ports from the long voyage, would permit emigrants once landed in either, to pass freely into the others.

3. One of the vessels to which the Duke of Sutherland refers, landed at Pictou last season a cargo of emigrants affected with confluent small-pox. At a heavy expense to this Government they were maintained in hospital for many weeks, under the care of the provincial health officers; 23 died, and late in the autumn finding that the greater portion of the survivors were bound for Prince Edward Island and Cape Breton, I directed vessels to be hired at the public expense to convey them thither, and was compelled to advance to those going to Prince Edward Island 112*l.* 10*s.* out of the treasury to pay their head-money in that colony, a sum which the authorities of the island declined to repay.

4. Should your Lordship, with these explanations, still think that the head-money paid by the six families who have complained should be refunded, I will, on the receipt of your Lordship's further instructions, submit the question to the Council.

I have, &c.

(signed) *J. Harvey*.

Enclosure 1, in No. 1.

(No. 97.) Custom-House, Halifax, N. S.,
Sir, 6 June 1849.

Encl. 1, in No. 1.

With reference to your letter of the 28th ultimo, relative to certain emigrants brought to this Province in the barque "Ellen" from Scotland; I have the honour herewith to enclose a letter I have this day received from Mr. Robertson, the Comptroller of Customs at Pictou. I beg leave to state, that the original list alluded to by Mr. Robertson, was transmitted by me, with the payment of the money, to Mr. Fairbanks, the Receiver-general.

The Honourable Joseph Howe,
&c. &c. &c.

I have, &c.
(signed) *Henry Frew*,
Comptroller.

Enclosure 2, in No. 1.

(No. 21.) Custom-House, Pictou,
Sir, 2 June 1849.

Encl. 2, in No. 1.

In obedience to your letter of the 28th ultimo, respecting certain emigrants brought to this port in the barque "Ellen," M'Lachlan master, from Loch Laxford, Scotland.

I beg to report, for the information of his Excellency the Governor, that the barque "Ellen," D. M'Lauchlan master, arrived here on the 29th June 1848, and landed all the passengers, being in number, with the exception of two families transhipped into the mail packet "Peri," Captain Davis; and in the following two weeks, four families embarked for the same destination, making in all, six families; a few of the families went to Cape Breton, and the remainder located in different parts of this Province.

Note.—The number is omitted in the original.

The "Ellen" cleared out and sailed from hence on the 3d July, for Buctouche, N. B., in ballast, leaving all the passengers behind.

From the victualling bill brought by Captain M'Lachlan (which I endorsed and returned to him) it would appear that the vessel cleared from Liverpool "to take on board passengers at Loch Laxford," which will be shown by the list transmitted to you on the 18th January last, No. 3, and the amount of head-money collected in virtue of the Provincial Act, amounting to 63*l.* 5*s.*, being for 126½ adults, at 10*s.* each, was remitted on the same date, per my letter No. 2.

I may remark, that the "Ellen" was not bound to Prince Edward Island, but to this port, being the agreement entered into between the master and the Duke of Sutherland's agent, before the embarkation of the emigrants at Loch Laxford.

I have, &c.

Henry Frew, Esq., Comptroller,
&c. &c. &c.

(signed) *Wm. Robertson*,
Comptroller.

Despatch from the Right Honourable Earl Grey, Secretary of State.

— No. 1. —

(No. 166.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *John Harvey*.

No. 1.
Earl Grey to Lieut.-Governor Sir John Harvey.
10 May 1849.

5 May 1849.

Sir,* Downing-street, 10 May 1849.

I HAVE the honour to enclose some letters which have been transmitted to me by the Duke of Sutherland, in which you will find it stated that certain emigrants, bound to Prince Edward Island, having landed for a few hours at Pictou, the emigrant tax was levied on them there, owing, probably, to its not being set forth with sufficient distinctness in the passenger list that they were destined to Prince Edward Island, and that upon their reaching the latter place they were subjected to a fresh demand for head-money, and have only been hitherto exempted from its payment in consideration of their having entered into bonds for producing t if ultimately required.

As it would evidently appear a hardship, and cannot be supposed to have been really designed by the Legislature, that persons who land only for a few hours in their transit to other colonies should be subjected to the payment of emigrant tax. I should wish you to consult your law officers on this question, and to transfer, if it be competent to you so to do, the amount of the head-money levied on these passengers to the Government of Prince Edward Island.

I have, &c.
(signed) *Grey.*

Enclosure 1, in No. 1.

My Lord, London, 5 May 1849.

I TAKE the liberty of appealing to your Lordship on behalf of some poor emigrants from Sutherland, who have been put to very great distress by what certainly seems an act of very serious oppression. On account of the destitution on the west coast of Sutherland, which in consequence of total failure of the potato crop equalled that experienced on the west of Ireland, these poor people were desirous to emigrate, some, having had acquaintance in Nova Scotia and in Prince Edward's Island, preferred those colonies: and as their poverty prevented their defraying the necessary expenses, I chartered last year three vessels, and paid the whole expenses for 1,176 persons (including women and children). They all had prosperous voyages, and the emigrants in two of the ships bound to Canada, have there succeeded, as on a former occasion in the preceding year, as well as possible; but these unfortunate people having on the contrary met with unkind, and in their case, really cruel treatment on the part of persons under Government authority in Prince Edward's Island, are in greater distress than could have been apprehended for them. Even supposing they should have been led by mistake to pay at a wrong time and place, this might surely have been set right without subjecting them to the privation while this already paid tax was kept still suspended over them without mercy for months in the beginning of their unhappy course. I can have no doubt that the colonial Government will satisfy the urgent request for consideration; the poor people are in the mean time suffering very severely. I trust that your Lordship will excuse my thus troubling you, as I feel compelled by the urgency of their case to do. Encl. 1, in No. 1.

I send copies of letters which have been forwarded to me by Mr. M'Iver, my factor on the west coast of Sutherland, and of an extract of the Colonial Act relating to the subject.

I have, &c.
Earl Grey, &c. &c. &c. (signed) *Sutherland.*

Enclosure 2, in No. 1.

Evander M'Iver, Esq. to *James Loch*, Esq.

Dear Sir, Scowrie, 28 April 1849.

I REGRET to trouble you with the enclosed documents relative to some of our poor emigrants who went to Pictou last year; but as it appears to me to be a case of extreme hardship and injustice, I venture to send them, in the hope you may induce the authorities at the Colonial Office to interfere in the matter. Encl. 2, in No. 1.

The

* *Vide* Governor's Despatch in answer, No 121, 13 June 1849, at page 69.

NOVA SCOTIA.

The barque "Ellen," chartered by the Duke of Sutherland to land emigrants at Pictou was, on her arrival there strictly subjected to the regulations of the colony, and the head-money, amounting to 10 *s.* each, paid by the captain for every soul on board; several families intending to settle in Prince Edward's Island took passage from Pictou in a packet, and on their arrival the authorities there insisted for payment of head-money, which having been paid at Pictou, these poor people refused, consequently their luggage was seized, and only given up to them on condition that they became bound to pay if the Assembly decided they should have to do so.

If you will take the trouble to read the enclosed, you will know what is the easiest and simplest mode of interfering in their behalf.

I am, &c.

James Loch, Esq., (signed) *Evander M'Iver.*

Enclosure 3, in No. 1.

Evander M'Iver, Esq., to Mr. *A. M'Kay*,

Scourie by Goutrie, N. B.,
9 February 1849.

Sir,

Encl. 3, in No. 1.

HAVING last year chartered, as factor in this district of the estate of Sutherland, the barque "Ellen," to carry emigrants from this coast to Pictou, and having had some correspondence with one of the emigrants, Hector Falconer, who, after this ship's arrival proceeded to Prince Edward's Island, I find that he and others received much attention and sympathy at your hands, and I therefore deem it proper to express to you my sincere and best thanks for your kind and feeling interest in these poor people, in whose welfare and prosperity you may naturally suppose I am much interested.

Falconer writes me, that on their arrival at Prince Edward's Island, they were charged with head-money, although all the legal charges had been previously paid at Pictou, which I know to be the case, as I gave money for this special purpose to the captain. Falconer further states, that he came back to Pictou and got a certificate from the Custom-house authorities that this head-money had been paid them for his family and all those who had accompanied him; that on returning to Prince Edward's Island with this certificate, it would not satisfy the authorities there; that their luggage was arrested, and they had to sign a bond agreeing to pay the amount within six months, and that until the Assembly met he knew not how they were to be dealt by.

This appears a very strange business, and I suppose that Falconer, owing to some ignorance of the necessary forms, did not comply with the Custom-house regulations; still, as he was a very decent honest fellow, I think there must be some truth in his statement, and for the sake of others I am anxious to ascertain the truth. You will therefore add to the obligations you have already conferred on these men and upon me, by letting me know what you know of the matter, and what is my best plan in case I may be chartering a ship again, to prevent the recurrence of such annoying treatment. If the authorities at Prince Edward's Island are to blame, you will please to let me know in what respect. Such harsh unfair treatment of poor people would not be tolerated in Britain.

I must apologize for thus troubling you, and again thanking you for your generous conduct to these poor people in their difficulties.

I remain, &c.

Mr. Alexander G. M'Kay, Custom-House,
Pictou, Nova Scotia.

(signed) *Evander M'Iver.*

Enclosure 4, in No. 1.

Mr. *Alexander G. M'Kay* to *Evander M'Iver*, Esq.

Sir,

Pictou, Nova Scotia, 31 March 1849.

Encl. 4, in No. 1.

IMMEDIATELY after receipt of yours of date the 9th February last, I put myself in communication with his Excellency Sir Donald Campbell, the Lieutenant-governor of Prince Edward's Island, through the Honourable T. H. Haviland, the Colonial Secretary, touching the subject to which your letter refers, and I now transmit unto you his answer, being the original, relative thereto. It is correct, as Mr. Falconer stated in his letter to you, that Captain M'Lauchlan paid the head-money for all his passengers here, together with all other legal charges here, and acted indeed unto one and all of them more like the head of a family than a ship-master; no praise that they can bestow upon him can be too great. The passengers having landed here, our collector refused to refund the same, and subsequently remitted the amount to the Customs department in Halifax, where, as you will perceive by the Colonial Secretary's letter to me, it awaits the decision of the two governments. As you mention in your letter the probability of emigrants embarking from your quarter for Nova Scotia during the ensuing summer, I took the trouble of seeking information for your future guidance from our member of parliament at present in Halifax, and he has forwarded unto me a copy of the Immigration Law which I also enclose. I may here

here mention, that at the time of the immigrants' leaving Scotland, if the place of their destination accompanied their names on the ship's manifest, a similar difficulty might be avoided, as it would only be collected in the quarter where they were bound for. I shall at all times take great pleasure in furthering the interest of my countrymen on their arrival here, and I trust you will appreciate the manner in which I have acted since receipt of yours. In consequence of the destitution which prevails here at present, owing to the failure of the crops during the past year, I think, at present, it would be an imprudent step to send out immigrants for some time at least, and do assure you that those who arrived by the "Ellen" would find it a great relief if a small amount were sent to the head of each family to enable them to purchase seed.

I remain, &c.

E. M'Iver, Esq. (signed) *Alexander G. M'Kay.*

Enclosure 5, in No. 1.

Hon. *T. H. Haviland*, Colonial Secretary, Charlotte Town, to Mr. *Alexander M'Kay.*

Secretary's Office, Charlotte Town,
22 March 1849.

Sir,

I HAVE received and laid before his Excellency Sir Donald Campbell, your communication of the 12th instant, and also the enclosure from Mr. M'Iver, relative to the Immigrants who arrived here from Scotland viâ Pictou, in the early part of the last summer, and whose luggage was detained for the payment of the head-money, to which they were rendered liable by law, until released by his Excellency upon their entering into a bond to await the decision of the Legislature in their peculiar case. Encl. 5, in No. 1.

I am desired by his Excellency to acquaint you, for the information of Mr. M'Iver, that the Legislature which is now in session, has not yet expressed any opinion upon the question, although there can be no doubt of the legal responsibility of the immigrants to pay the amount of the head-money demanded of them upon their landing here, although they have just cause to complain of a law which compelled them to pay head-money in Pictou, where they remained, as his Excellency understood, but a few hours; the object of the law which is general throughout the British North American Colonies, is to protect each colony against the evil consequences of the introduction of pauper immigrants, by raising a fund, out of which to provide for the necessities of those who may become chargeable to the colony in which they locate themselves; consequently, as the ultimate destination of the immigrants referred to by Mr. M'Iver was this colony, the right to demand head-money upon their arrival here was indisputable, and I would recommend Mr. M'Iver, in any future arrangements he may make for sending out emigrants to this part of the world, to cause them to be landed in the colony which they propose to make their home, and thus prevent a recurrence of the vexatious proceeding to which the emigrants by the "Ellen" were subjected.

I remain, &c.

Mr. Alexander M'Kay. (signed) *T. H. Haviland,*
Colonial Secretary.

Enclosure 6, in No. 1.

H. Blackadder, Esq., Member for the Township of Pictou, to Mr. *Alexander M'Kay.*

Sir,

I HEREWITH enclose to you a copy of the Act passed during the last session, regulating the arrival of emigrants in this Province from any part of the United Kingdom. This Act is in no way changed or altered by any legislation during the present session; such, therefore, as wish to emigrate to Nova Scotia, will see what they will have to provide for. Encl. 6, in No. 1.

I am, &c.

Mr. Alexander M'Kay. (signed) *H. Blackadder,*
Member for the Township of Pictou.

Enclosure 7, No. 1.

SECTION XIV. of an ACT to Regulate Immigrant Vessels and Passengers.

XIV. AND be it enacted, that it shall be lawful for the Governor in Council, on the arrival of any ship or vessel at any port or place in this Province, with passengers or immigrants, and liable to quarantine or head-money by the 2d section of this Act imposed, to relieve the owner, charterer, captain or agent of said ship or vessel from the payment of the said quarantine or head-money, in whole or in part, as to the said Governor in Council as aforesaid may appear just and reasonable, and on such terms as they may think it necessary to impose. Encl., 7 in No. 1.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND.

Despatch from the Right Honourable Earl Grey, Secretary of State.

—No. 1.—

No. 1.
Earl Grey to Sir Donald Campbell, Bart.
10 May 1849.

(No. 75.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *Donald Campbell*, Bart.

Sir, Downing-street, 10 May 1849.

5 May 1849, *vide* p. 71.

No. 166. 10 May 1849, *vide* p. 71.

I HAVE the honour to enclose, for your information, copies of some letters which have been transmitted to me by the Duke of Sutherland, together with a Despatch, which I have addressed on the subject to the Governor of Nova Scotia, respecting the case of some poor emigrants, who are stated to have been obliged to enter into bond at Prince Edward Island for payment of emigrant tax, although they had previously paid it in their way through Pictou, in Nova Scotia.

You will see that I have instructed the Governor of Nova Scotia, if he finds that it is legally within his power, to transfer the amount of head-money received on these passengers to your Government. I am very anxious that, if possible, these poor people should be relieved from paying their head-money twice over.

I have, &c.

(signed) *Grey*.

—No. 2.—

ACT, CAP. XXVII.

AN ACT to repeal and alter certain parts of the Emigrant Act.
(Passed 2 May 1849.)

No. 1.
Repeals 6th and 18th sections of Act 11 Vict. c. 3.

BE it enacted, by the Lieutenant-governor, Council and Assembly, that the 6th and 18th sections of an Act passed in the 11th year of the reign of Her present Majesty, intituled, "An Act to repeal the Laws now in force relating to Emigrants, and to make other Provisions in lieu thereof,"* be, and the same are hereby repealed.

Explains 4th section of Act of 11 Vict., c. 3, as to lists of emigrants, &c.

II. And whereas the provisons of the 4th section of the said Act, in some respects, impose difficulties upon the masters or commanders of emigrant vessels, which may be dispensed with; be it therefore enacted, that so much of the 4th section of the said recited Act as imposes upon the masters or commanders of emigrant ships the duty of setting out, or expressing, in the list or return of emigrants thereby required to be delivered to the collector of impost, the ages of such emigrants, or their trades or occupations, or any infirmity of body or affection of constitution to which they may be subject, be, and the same is hereby repealed.

* This Act will be found printed at page 53 of Papers relative to North American Emigration, presented to both Houses of Parliament by Command, June 1848.

REPORT from the Colonial and Land Emigration Commissioners.

Report from the Colonial Land and Emigration Commissioners.

EMIGRANT REMITTANCES.

—No. 1.—

Copy of a LETTER from the Colonial Land and Emigration Commissioners to *Herman Merivale*, Esq.

Colonial Land and Emigration Office,
21 February 1849.

Sir

No. 1.
Colonial Land and Emigration Commissioners to H. Merivale, Esq. 21 February 1849.

We have to acknowledge the receipt of your letter of the 9th instant, desiring us to procure the best information which circumstances would admit of, as to the extent of the remittances during the season of 1848, from persons in British America and the United States to firms in this country, to assist the relations or friends of the parties making such remittances to emigrate.

2. In obedience to Lord Grey's instructions, we communicated with the Canada Company, and with our agents at the out-ports, and we have the honour to enclose herewith a Table showing the result, as it appears from the answers returned to us. We do not append copies of the answers themselves, with the exception of those from Liverpool, as they would only add to the bulk of this letter, without affording any information beyond the general statement, that it is impossible to form more than a conjectural estimate as to the amount of the remittances in question.

We have, &c.

(signed) *T. W. C. Murdoch.*
C. Alexander Wood.

Enclosure 1, in No 1.

Remittances from *North America.*

Return of Amounts remitted in 1848 by Persons in *British North America* and the *United States* to their Relations in *Great Britain,* through the Banking Establishments at the under-mentioned Places.

Encl. 1, in No. 1.

Note		£.	s.	d.
1	London (The Canada Company) - - - - -	9,523	8	9
2	Liverpool (exclusive of remittances per the House of Baring, Brothers) - - - - - - -	420,939	–	–
	Plymouth - - - - - - - - - -	Nil.		
	Glasgow - - - - - - - - - say	500	–	–
	Dublin - - - - - not yet received			
3	Belfast - - - - - - - - - say	300	–	–
4	Londonderry - - - - - - - - -	15,518	–	–
3 & 4	Sligo - - - - - - - - - -	Nil.		
4	Limerick - - - - - - - - - say	10,000	–	–
4	Cork - - - - - - - - - say	300	–	–
3 & 4	Waterford - - - - - - - - - say	3,600	–	–
	£.	460,180	8	9

Note 1.—Stated to be chiefly for poor persons in Ireland.
Note 2.—*Vide* separate Return for Liverpool.
Note 3.—Exclusive of passage-tickets paid for in America and sent to persons in this country to enable them to proceed.
Note 4.—These are returned as the amount of remittances cashed at these places; but it would appear that a large portion of the orders so paid are on Liverpool or Dublin Houses, and are consequently again included in the Returns from those places.

Report from the Colonial Land and Emigration Commissioners.

REMITTANCES to *Liverpool.*

	Drafts.	Passage paid in America.
	£.	£.
Per Harndon & Co. - - - - -	5,600	118,806
„ M'Murray & Co. - - - - -	93,600	11,000
„ Grimshaw & Co. - - - - -	22,458	9,217
„ Tapscott & Co. - - - - -	4,450	13,552
„ Byrne & Co. - - - - - -	3,204	—
„ Mr. Foole - - - - - say	- - -	10,000
„ Roche & Co. - - - - - -	77,674	—
„ Brown, Shipley & Co. - - - -	51,378	not specified.
£.	258,364	162,575

Total, exclusive of Baring and others, from whom Returns cannot be obtained, 420,939 *l.*

Enclosure 2, in No. 1.

Government Emigration Office, Liverpool,
15 February 1849.

Sir,

Encl. 2, in No. 1.

IN reply to your letter of the 12th instant, I beg to forward the accompanying Return which, so far as it goes, may be relied on as authentic. The abstract having been taken from the passenger-brokers' books.

Though the aggregate of the sums given is considerable, it gives an imperfect idea of the gross amount transacted with reference to the desired information, large transactions having been done through the houses of Baring, Brother & Co., and Brown,* and Shipley and others, the details of which are not obtainable without a reference to the United States.

The transactions of the firm of Roche, Brothers, of New York, which are very large, I cannot obtain, in consequence of a dissolution of partnership; their bill transactions I have reason to believe would exceed all other firms; an application has been made to procure the amount of their drafts through the Provincial Bank of Ireland; which, if I obtain, shall be duly forwarded. Mr. M'Murray, who has lately arrived from New York, tells me that in 1846 his bill business averaged 2,200 *l.* weekly, he does not recollect the average for 1847, but last year it was over 1,800 *l.* weekly drawn on 31 Irish banks.

On reference to Mr. Foole, who does a large business in connexion with New Orleans, he states that he cannot make a correct estimate of the amount received for paid passengers, but calculates that it would amount to about 10,000 *l.* for the year 1848.

I have, &c.

(signed) *T. E. Hodder*, Lt. R. N.
and Emigration Officer.

Stephen Walcott, Esq.,
&c. &c. &c.

P. S.—There does not appear to have been any remittances through Liverpool from Canada.

W. L.

STATEMENT of Sums said to have been received on account of prepaid Passages and Drafts by the under-mentioned Firms during the year 1848.

	£.
Messrs. Harnden & Co.:	
Passsage-money paid in the United States - - - - -	118,806
Drafts amounting to - - - - - - - - -	5,600
Total - - - £.	124,406
M'Murray & Co.:	
Passage-money paid in the United States - - - - -	11,000
Drafts amounting to - - - - - - - - -	93,600
Total - - - £.	104,600

* Mr. Brown delivered at this office a Statement of the money received through his house, amounting to 51,378 *l.* which is incorporated in the Return.

	£.
Grimshaw & Co.:	
Passage-money paid in the United States - - - - - -	9,217
5,246 drafts, amounting to - - - - - - -	22,458
Total - - - £.	31,675
Tapscott & Co.:	
Passage-money paid in the United States - - - - - -	13,552
Drafts amounting to - - - - - - - -	4,450
Total - - - £.	18,002
P. W. Byrnes & Co.:	
In drafts only - - - - - - - - - -	3,204
Mr. John Foole's Estimate - - - - - - - -	10,000
Making a GRAND TOTAL of - - - £.	291,887

Liverpool, Government Emigration Office,
16 February 1849.

Sir

WITH reference to my letter of yesterday, in reply to yours of the 12th instant, I beg to furnish you with the transactions of Roche, Brothers, of New York, with the Royal Bank of Ireland, on account of small drafts, as follows, transmitted by Mr. Charles Copland, manager.

1846	amounting to	- - - -	£. 35,088
1847	„	„ - - - -	71,905
1848	„	„ - - - -	77,674

I have, &c.

(signed) *T. E. Hodden*, Lt. R. N.,
Government Emigration Officer.

Stephen Walcott, Esq.
&c. &c. &c.

LETTER from *H. U. Addington*, Esq. Under Secretary of State for Foreign Affairs, enclosing Copies of Laws respecting Immigration, passed in the State of New York.

— No. 1. —

COPY of a LETTER from *H. U. Addington*, Esq., to *Herman Merivale*, Esq.

Sir, Foreign Office, 14 June 1849.

No. 1.
H. U. Addington, Esq. to Herman Merivale, Esq., 14 June 1849.

WITH reference to your letter of the 31st of March last, requesting that Her Majesty's Minister at Washington may be instructed to send home, for the use of the Colonial Department, any reports or laws relative to emigration which may be published in the United States, I am directed by Viscount Palmerston to transmit to you, for the information of Earl Grey, a copy of a despatch from Mr. Crampton, enclosing two copies of a letter from the United States' Secretary of State, communicating to the House of Representatives tabular statements showing the number and designation of passengers who arrived in the United States during the year ended 30 September 1848. Mr. Crampton also encloses copies of the laws respecting immigration which have been passed in the State of New York in the years 1847, 1848 and 1849.

From Mr. Crampton, No. 54. 28 May 1849, *vide* p. 78.

I am, &c.

(signed) *H. U. Addington.*

Enclosure 1, in No. 1.

(No. 54.)

My Lord, Washington, 28 May 1849.

Encl. 1, in No. 1. In obedience to the instructions contained in your Lordship's despatch, No. 19, of the 20th ultimo, directing me to transmit to your Lordship, for the use of the Colonial Office, copies of any laws or reports on emigration which may from time to time be issued either by the general or State Legislatures of the United States, together with any other information upon the subject of emigration, I have the honour to enclose two copies of a letter from the United States' Secretary of State, communicating to the House of Representatives, tabular statements* showing the number and designation of passengers who arrived in the United States during the year ending 30 September 1848.

I have made applications in the proper quarters for copies of any other reports or documents relating to the subject of emigration which may have lately been laid before Congress, which, so soon as received, I will have the honour of transmitting to your Lordship.

I have also directed Her Majesty's Consuls at the ports of the United States, to procure and transmit to me all official documents laid before the Legislatures of the States comprized within their consular districts, and all other information which they can obtain regarding emigration.

I have, &c.

The Viscount Palmerston. (signed) *John F. Crampton.*

P.S.—I have the honour to enclose two pamphlets, in duplicate, which I have just received from Her Majesty's Consul at New York, the one containing copies of the several statutes of that State enacted in the years 1847 and 1848, respecting emigration, and the other such as were enacted in 1849, being all, as Mr. Barclay is informed, which are now in force.

(signed) *J. F. C.*

Enclosure 2, in No. 1.

Laws of the United States affecting Emigrants.

LAWS concerning the Commissioners of Emigration of the City of *New York.*

AN ACT concerning Passsengers in Vessels coming to the City of New York, passed 5 May 1847. (Pursuant to Sec. 14, Art. VII. of the Constitution.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Encl. 2, in No. 1. Sect. 1. WITHIN 24 hours after the arrival of any ship or vessel at the port of New York from any of the United States other than this state, or from any country out of the United States, the master or commander of such ship or vessel shall make a report in writing, on oath or affirmation, to the mayor of the city of New York, or in case of his absence, or other inability to serve, to the person discharging the duties of his office, which report shall state the name, place of birth, last legal residence, age and occupation of every person or passenger arriving in such ship or vessel on her last voyage to said port, not being a citizen of the United States, and who shall have, within the last preceding 12 months, arrived from any country out of the United States, at any place within the United States, and who shall not have paid the commutation-money mentioned in the next section of this Act, or have been bonded, or paid any commutation-money under the provisions of the Act, intituled, "An Act concerning Passengers in Vessels coming to the Port of New York," passed 11th February 1824. The said report shall contain a like statement of all such persons or passengers as aforesaid, as shall have landed or been suffered to land from any such ship or vessel, at any place during such last voyage, or who shall have been put on board, or been suffered to go on board of any other ship, vessel or boat, with the intention of proceeding to or through the said city of New York. The said report shall further specify whether any of said passengers so reported are lunatic, idiot, deaf and dumb, blind or infirm, and if so, whether they are accompanied by relatives likely to be able to support them, and shall further specify particularly the names, last place of residence and ages of all passengers who may have died during said last voyage of such vessel. In case any such master or commander shall omit or neglect to report as aforesaid any such person or passenger, with the particulars aforesaid, or shall make any false report or statement in respect to any such person or passenger in all or any of the particulars hereinbefore specified, such master or commander shall forfeit the sum of 75 dollars for every such passenger in regard to whom any such omission or neglect shall have occurred, or any such false report or statement shall be made, for which the owner or owners of every such ship or vessel shall also be liable, jointly and severally, and which may be sued for and recovered as herein provided.

Sect. 2.

---

* These Tabular Statements, being exceedingly bulky, are not printed. The total number of passengers is stated by them as follows:—

Males - - - - - - - - -	136,128
Females - - - - - - - - -	92,883
Sex not stated - - - - - - - -	472
TOTAL - - -	229,483

Laws of the United States affecting Emigrants.

Sect. 2. It shall be the duty of the said mayor or other person discharging the duties of his office as aforesaid, by an endorsement to be made on the said report, to require the master or commander of such ship or vessel, to pay to the Chamberlain of the city of New York the sum of one dollar for every person or passenger reported by such master or commander, as aforesaid, which sum shall be paid, as aforesaid, within three days after the arrival of such ship or vessel at the said port of New York.

Sect. 3. It shall be the duty of the Commissioners of Emigration hereinafter named to examine into the condition of passengers arriving at the port of New York in any such ship or vessel, and for that purpose, all or any of the said Commissioners, and such other person or persons as they shall appoint, shall be authorized to go on board and through any such ship or vessel; and if on such examination there shall be found among such passengers any lunatic, idiot, deaf and dumb, blind or infirm persons, not members of emigrating families, and who, from attending circumstances are likely to become permanently a public charge, they shall report the same to the said mayor particularly, and thereupon the said mayor, or the person discharging the duties of his office as aforesaid, shall, instead of the commutation-money as aforesaid, require in the endorsement to be made as aforesaid, or in any subsequent endorsement or endorsements thereon, that the master or commander of such ship or vessel, with two sufficient sureties, shall execute a joint and several bond to the people of this State, in a penalty of 300 dollars for every such passenger, conditioned to indemnify and save harmless, each and every city, town or county within this State, from any cost or charge which any such city, town or county shall incur, for the maintenance or support of the person or persons named in such bond, or any of them, within five years from the date of such bond. The sureties to the said bonds shall be required to justify before and to the satisfaction of the officer making such endorsement, and by their oath or affirmation shall satisfy such officer that they are respectively residents of the State of New York, and worth double the amount of the penalty of such bond, over and above all debts, liabilities and all property exempt from execution.

Sect. 4. Gulian C. Verplanck, James Boorman, Jacob Harvey, Robert B. Minturn, William F. Havemeyer and David C. Colden, are hereby appointed Commissioners for the purpose of carrying into effect the intent and provisions of this Act, of whom the said Gulian C. Verplanck and James Boorman shall constitute the first class, and shall hold their office two years; the said Jacob Harvey and Robert B. Minturn shall constitute the second class, and hold their office four years; and the said William F. Havemeyer and David C. Colden shall constitute the third class, and hold their office six years; and upon the expiration of their several terms of office their places shall be filled by appointment to be made by the Governor, by and with the advice and consent of the Senate, and the persons so appointed shall respectively hold their offices for the term of six years. The Mayor of the city of NewYork, the Mayor of the city of Brooklyn, the President of the German Society and the President of the Irish Emigrant Society of New York, shall also severally by virtue of their offices be Commissioners aforesaid. The said Commissioners shall be known as the "Commissioners of Emigration," and by that title shall be capable of sueing and being sued. The money so as aforesaid to be paid to the Chamberlain of the city of New York shall be paid out on the warrant of the said Commissioners, or a majority of them. It shall be the duty of the said Commissioners to provide for the maintenance and support of such of the persons for whom commutation-money shall have been paid as aforesaid, or on whose account bonds shall have been taken as aforesaid, as would otherwise become a charge upon any city, town or county of this State; and the said Commissioners shall appropriate the moneys aforesaid for that purpose in such manner as to indemnify, so far as may be, the several cities, towns and counties of the State, for any expense or charge which may be incurred for the maintenance and support of the persons aforesaid, such appropriation shall be in proportion to the expenses incurred by said cities, towns and counties severally for such maintenance and support; and the more fully to effect the object contemplated by this Act, the said Commissioners are authorized to apply in their discretion any part of the said money to aid in removing any of said persons from any part of this State to another part of this or any other State, or from this State, or in assisting them to procure employment, and thus prevent them from becoming a public charge. The said Commissioners are also authorized in their discretion to apply any part of the said moneys to the purchase or lease of any property, or the erection of any building which they may deem necessary for the purposes aforesaid. But any expense so incurred by the Commissioners in any city, town or county shall be charged to the share of such moneys which any such city, town or county shall be entitled to receive thereof for expense incurred in the support or maintenance of the persons for whom commutation-money shall have been paid as aforesaid, or on whose account bonds shall have been taken as aforesaid.

Sect. 5. In case any of the persons for whom commutation-money has been paid as aforesaid, or for whom a bond has been given as aforesaid, shall at any time within five years from the payment of such money, or the execution of such bond, become chargeable upon any city, town or county within this State, it shall be the duty of the said Commissioners to provide for the payment of any expense incurred by any such city, town or county, for the maintenance and support of any such person, out of the commutation-money to be paid as aforesaid, and the moneys collected on such bonds, so far as the same will enable them to do so. The said Commssioners shall perscribe such rules and regulations as they shall deem proper, for the purpose of ascertaining the right, and the amount of the claim of any city, town or county, to indemnity under the provisions of this and the preceding section. The said Commissioners shall have power to provide for the support and maintenance of any persons for whom commutation-money shall have been paid, or on whose

Laws of the United States affecting Emigrants.

whose account a bond shall have been given as hereinbefore provided, and who shall become chargeable upon any city, town or county, in such manner as they shall deem proper; and after such provision shall have been made by such Commissioners, such city, town or county shall not be entitled to claim any further indemnity for the support and maintenance of such person.

Sect. 6. The said Commissioners are authorised to employ such agents, clerks and servants, as they shall deem necessary for the purpose aforesaid, and to pay a reasonable compensation for their services out of the moneys aforesaid.

Sect. 7. The Chamberlain of the city of New York shall, on the first Monday in January in every year, and at such other times as he shall be thereunto required by the said Commissioners, report to them the amount of money received by him since his last previous report for commutation-money as aforesaid, and the amount of such monies remaining in his hands.

Sect. 8. The said Commissioners shall annually, on or before the first day of February in each year, report to the Legislature the amount of moneys received under the provisions of this Act during the preceding year, and the manner in which the same has been appropriated particularly.

Sect. 9. In case of a vacancy in said Board of Commissioners, the same shall be filled by an appointment to be made by the Governor, by and with the advice and consent of the Senate. The person so appointed, shall hold his office for the remainder of the term of the person in whose place he shall be appointed. The said Commissioners shall in all cases be residents of the city of New York or city of Brooklyn.

Sect. 10. If any person for whom a bond shall have been given as aforesaid, shall within five years from the date of such bond, become chargeable upon any city, town or county of this State, or upon the moneys under the control of the said Commissioners as aforesaid, the said Commissioners may bring an action on such bond in the name of the People of this State, and shall be entitled to recover on such bond, from time to time, so much money, not in the whole exceeding the penalty of such bond, exclusive of costs, as shall be sufficient to defray the expenses incurred by any such city, town or county, or the said Commissioners, for the maintenance and support of the person for whom such bond was given as aforesaid.

Sect. 11. If any master or commander, as aforesaid, shall neglect or refuse to pay over to the said Chamberlain, such sum of money as is hereinbefore required for commutation-money for each and every such person, within three days after the arrival of such vessel at the port of New York, or shall neglect or refuse to give any bond so required as aforesaid within the said three days, every such master or commander, and the owner or owners of such ship or vessel, severally and respectively, shall be subject to a penalty of 300 dollars for each and every person or passenger, on whose account such commutation-money or such bond may have been required, to be sued for in the manner hereinafter provided.

Sect. 12. The penalties and forfeitures prescribed by this Act may be sued for and recovered with costs of suit by and in the name of the said Commissioners of Emigration, in any court having cognizance thereof, and when recovered, shall be applied to the purposes specified in this Act. It shall be lawful for the said Commissioners, before or after suit brought, to compound for any of the said penalties or forfeitures, upon such terms as they shall think proper.

Sect. 13. Any ship or vessel whose master or commander, owner or owners shall have incurred any penalty or forfeiture under the provisions of this Act, shall be liable for such penalties or forfeitures, which may be a lien upon such ship or vessel, and may be enforced and collected by warrant of attachment, in the same manner as is provided in Title Eight, of Chapter Eight, of the Third Part of the Revised Statutes, all the provisions of which title shall apply to the forfeitures and penalties imposed by this Act. And the said Commissioners of Emigration shall, for the purpose of such attachment, be deemed creditors of such ship or vessel, and of her master or commander and owner or owners respectively.

Sect. 14. The moneys now authorized by law to be collected by the Health Commissioner from the passengers in vessels ariving at the port of New York, for the use of the Marine Hospital, except such as are paid under protest, shall be paid at such times as the said Commissioners shall direct, to the Chamberlain of the city of New York, and shall be drawn in the manner prescribed in the 4th section of this Act; and the expenditures of the same for the purposes of the Marine Hospital as now authorized by law, shall be made by the Commissioners constituted by this Act, or by the Commissioners of Health under their supervision and direction, and any surplus which shall remain beyond such expenditures, and the appropriations made by existing laws, shall be applied by the said Commissioners to the general purposes of this Act.

Sect. 15. Any appropriation made by existing laws from said moneys shall hereafter be paid out of the same by the Commissioners appointed by this Act; and any moneys which have been or shall hereafter be paid under protest, shall, upon the settlements or judicial determination in favour of the State of the claims thereto, be paid to the Chamberlain of the city of New York, to the credit of the Commissioners of Emigration, and shall be applied by them according to the provisions of this Act.

Sect. 16. The said Commissioners are authorized to erect such buildings and make such improvements upon the land belonging to the State, known as the "Marine Hospital," as they shall deem necessary for the purposes of this Act, and of the said Hospital, out of the moneys in the Treasury of the State belonging to the "Mariners' Fund," which have not been paid under protest, or which have not been otherwise appropriated.

Laws of the United States affecting Emigrants.

Sect. 17. If the commutation-money collected under the provisions of the 2d section of this Act, and the surplus of the revenues of the "Mariners' Fund," applicable to the purposes of this Act, as provided by the 14th section thereof, shall at any time be found insufficient to defray the expenses incurred by the said Commissioners, under the provisions of this Act, and also to enable them to reimburse as hereinbefore provided, to the several cities, towns and counties of the State, such sums as shall have been expended by them for the maintenance and support of persons for whom commutation-money shall have been paid or bonds given as aforesaid, such deficiency shall be paid out of the surplus of the moneys in the Treasury of the State belonging to the "Mariners' Fund," which have not been paid under protest, remaining after the expenditures for buildings and improvements authorized by this Act. Nothing in this section contained shall be applicable to the moneys paid to the credit of said "Mariners' Fund," by the Trustees of the Seaman's Fund and Retreat in the city of New York.

Sect. 18. The Act passed 11 February, 1824, intituled, "An Act concerning Passengers in Vessels coming to the Port of New York," and the Act passed 12 April, 1842, intituled, "An Act for the Relief of the County of King's from the support of Foreign Poor," are hereby repealed.

Sect. 19. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Archbald Campbell,
Dep. Sec. of State.

Albany, 6 May 1847.

AN ACT to amend Title Four, Chapter Fourteen, of Part First of the Revised Statutes, intituled, "Of the Marine Hospital and its Funds."—(Passed 14 December 1847, three-fifths being present.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE first sub-division of section Seven of title Four, chapter Fourteen, of Part First of the Revised Statutes, is hereby amended, so as to read as follows: From the master of every vessel from a foreign port, for himself one dollar and 50 cents; for every cabin passenger, two dollars; for every steerage passenger 50 cents, and for each mate one dollar, and for each sailor 50 cents.

Sect. 2. The second sub-division of the said section of the said Act is hereby amended, so as to read as follows: From the master of each coasting vessel, for each passenger on board, 20 cents, but no coasting vessel from the States of New Jersey, Connecticut and Rhode Island, shall pay for more than one voyage in each month, computed from the first voyage in each year.

Sect. 3. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Archibald Campbell,
Dep. Sec. of State.

Albany, 14 December 1847.

AN ACT to amend an Act intituled, "An Act concerning Passengers in Vessels coming to the City of New York," passed 5 May 1847.—(Passed 15 December 1847, three-fifths being present.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE hospital erected on the easterly shore of Staten Island, and the land adjoining thereto belonging to this State, heretofore known as the "Marine Hospital," together with all the buildings and improvements thereon, are hereby transferred from the Commissioners of Health to the Commissioners of Emigration, to be by them held in trust for the people of this State; and the sole and exclusive control of the same, except in regard to the sanitary treatment of the inmates thereof, is hereby given to the said Commissioners of Emigration, for the purposes, and subject to the provisions specified in the previous enactments relative to the same; and from and after the passage of this Act, the control of the said Commissioners of Health, and of each and every of them over the same, shall cease and determine, except as hereinbefore provided.

Sect. 2. The Comptroller of the State shall, within 10 days after the passage of this Act, render to the Commissioners of Emigration a full and particular statement of the condition of the Mariners' Fund; and the said Commissioners shall have full power and authority to sue for and collect all claims in favour of said fund, and the monies so collected shall be deposited with the Chamberlain of the city of New York, and shall be drawn from him in the manner provided by the 14th section of the Act hereby amended.

Laws of the United States affecting Emigrants.

Sect. 3. The Commissioners of Emigration, or any one or more of them, shall have and exercise the same powers and authority in relation to poor children actually chargeable upon or receiving support from said Commissioners, as are now conferred by law upon the Commissioners of the Almshouse Department of the city of New York, respecting the "Act concerning Apprentices and Servants."

Sect. 4. The Commissioners of Emigration are authorized to make such regulations as they may deem necessary for the government of the institution in which they may support such persons as become chargeable to them, and for the employment of the inmates thereof.

Sect. 5. In all cases in which the minor children of alien passengers shall become orphans, by their parents or last surviving parent dying on the passage to the port of New York, or in the Marine Hospital on Staten Island, the personal property which said parents or parent may have had with them, shall be taken in charge by the Commissioners of Emigration, to be by them appropriated for the sole benefit of said orphan children; and said Commissioners shall give, in their annual report to the Legislature, a minute statement of all cases in which property shall come into their possession by virtue of this section, and the disposition made of the same; and the Commissioners of Emigration are hereby authorized to prescribe rules requiring the health officer to make such report to them respecting the persons and property at said hospital, as they may consider necessary.

Sect. 6. The 2d section of this Act, in relation to the collection of moneys by the Commissioners of Emigration, shall not apply to the sum of 16,166 dollars and 13 cents paid to the Commissioners of Health by the trustees of the Seaman's Fund and Retreat, and now in the hands of the Commissioners of Health, but the said sum shall be paid into the treasury by the Commissioners of Health, and when so paid, 10,000 dollars thereof shall be applied as provided by the 2d section of the Act, chap. 373, of the laws of 1847, and the residue thereof in such manner as may be hereafter provided by law.

Sect. 7. Nothing in this Act contained, shall be deemed to affect the present mode of appointment of the health officer, resident physician or Commissioner of Health in the city of New York; nor to prevent the health officer from selecting his own medical assistants.

Sect. 8. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file at this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Archibald Campbell,
Dep. Sec. of State.

Albany, 21 December 1847.

AN ACT to supply the Deficiency in the Money for the use and support of the Marine Hospital at Staten Island.—(Passed 7 April 1848, by a two-third vote.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE treasurer shall pay, on the warrant of the comptroller, out of any moneys in the treasury not otherwise appropriated, to the Commissioners of Emigration, such sums not exceeding 60,000 dollars, as may be required to supply the deficiencies of the hospital moneys, for necessary expenditures for the Marine Hospital: provided always, that the comptroller shall not draw his warrant for any sum under this Act, unless the Governor, attorney-general and comptroller shall certify that the same shall be necessary for the support of said Marine Hospital, and all sums appropriated by this Act shall be disbursed by the Commissioners of Emigration in the manner provided for in the 14th section of an Act, intituled, "An Act concerning Passengers coming to the City of New York," passed 5 May 1847, except so much thereof as allows the said Commissioners of Emigration to apply any part of said moneys to the leasing or purchasing any property, or the erection of any buildings.

Sect. 2. Whenever it is established by the judgment or decree of the court of last resort, that the moneys which have been or may be collected under protest, as in the preceding section stated, have been legally collected and belong to the State, or whenever there shall be a surplus in said fund from any cause, the sum or sums which shall be paid under this Act, shall be repaid to the treasury of the State out of the moneys so paid under protest, which shall thereby be ascertained to belong to the Marine Fund.

Sect. 3. The sum of 60,000 dollars is hereby appropriated for the purposes of this Act, and the treasurer, on paying any warrant of the comptroller under this Act, is hereby authorized to use the moneys paid in under protest.

Sect. 4. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file in this office and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Archibald Campbell,
Dep. Sec. of State.

Albany, 8 April 1848.

AN

Laws of the United States affecting Emigrants.

AN ACT to explain the Act, intituled, "An Act to supply the Deficiency in the Money for the use and support of the Marine Hospital at Staten Island," passed 7 April 1848.—(Passed 12 April 1848.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE treasurer is hereby authorized to pay on the warrant of the comptroller to the Commissioners of Emigration out of the sum of 60,000 dollars, appropriated by the Act intituled, "An Act to supply the Deficiency in Money for the use and support of the Marine Hospital, Staten Island," passed 7 April 1848, such sum not exceeding 51,000 dollars, as may be necessary to supply any deficiency now existing in the funds for the support of the Marine Hospital on Staten Island, and the remainder or so much thereof as may be necessary, to be paid and applied according to the provisions of said Act.

Sect. 2. Before any money shall be paid under the provisions of this Act, the Commissioners of Emigration shall furnish to the comptroller a statement verified by oath, showing the amount of such deficiency.

Sect. 3. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Archibald Campbell,
Dep. Sec. of State.

Albany, 13 April 1848.

AN ACT for the Protection of Emigrants arriving in the State of New York.—(Passed 11 April 1848; three-fifths being present.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE Commissioners of Emigration are hereby authorized and empowered to lease or purchase suitable docks or piers in the city of New York, and to erect necessary enclosures thereon, and such docks and piers to be appropriated and set apart for the exclusive use of landing emigrant alien passengers; but no docks or piers shall be purchased or leased without the approval and consent of the Common Council of said city, and the expense thereof, not to exceed 15,000 dollars, shall be paid out of the moneys paid in pursuance of the provisions of an Act, intituled, "An Act concerning Passengers in Vessels coming to the City of New York, passed 5 May 1847," and be considered and charged as applied to the general purposes of the said Act; on application being made to them by any steam-boat or lighter proprietor, who is a citizen of good moral character, and shall give good security in a sum not exceeding 500 dollars to comply with the provisions of this Act, the said Commissioners are hereby authorised and directed to grant licenses, to receive alien passengers and their baggage from vessels arriving at the port of New York, subject to quarantine, or from the passengers' docks at quarantine, to be landed at the emigrant piers or docks aforesaid; and the said Commissioners shall have power to revoke the license of any person violating the provisions of this Act: and every captain of a steam-boat or lighter not properly licensed for such purpose pursuant to this section, who shall convey any emigrant passengers from any such vessel, shall be liable to a penalty of 100 dollars for each and every offence, to be recovered by the said Commissioners of Emigration.

Sect 2. It shall be the duty of every ship-master, owner or consignee bringing to the port of New York any alien emigrant, steerage, or second-cabin passengers in vessels not subject to quarantine, to cause the same with their baggage to be landed on the emigrant piers aforesaid, either directly from the vessels or by means of some steam-boats or lighters licensed as aforesaid; and the landing of them upon any other pier or wharf, shall be punished by a fine not less than 100 dollars, which fine may be recovered of the master, owner, or consignee of such ship or vessel: the Commissioners of Emigration are hereby empowered to make all necessary regulations for the preservation of order, and the admission to, or exclusion from said dock of any person or persons, excepting such as are duly licensed; and any person violating any such regulations shall be liable to a penalty of 100 dollars for each and every offence, to be recovered by the said Commissioners of Emigration.

Sect. 3. All person keeping houses in any of the cities of this State for the purpose of boarding emigrant passengers, shall be required to have a license for said purpose, from the mayor of the city in which such houses are located; and each person so licensed shall pay the said city the sum of 10 dollars per annum, and shall give bonds satisfactory to said mayor, with one or more sureties, in the penal sum of 500 dollars for their good behaviour, and said mayor is hereby authorised to revoke said license for cause: every keeper of such boarding house shall, under a penalty of 50 dollars, cause to be kept conspicuously posted in the public rooms of such house in the English, German, Dutch, French and Welsh languages, a list of the rates of prices which will be charged emigrants per day and week for boarding and lodging, and also the rates for separate meals; the keeper of such house shall also file a copy of said list in the city of New York, in the office of the Commissioners of Emigration,

Laws of the United States affecting Emigrants.

and in each of the other cities of this State with the mayor of said city; and the keeper of any emigrant boarding-house who shall neglect to post a list of rates, or who shall charge or receive, or permit or suffer to be charged or received, for the use of such keeper, any greater sum than according to the rates or prices so posted, shall, upon conviction thereof, be deprived of his or her license, and be punished by a fine of not less than 50 dollars, and not exceeding 100 dollars, to be recovered in the city of New York by the Commissioners of Emigration, and in the other cities of this State by the mayors thereof.

Sect. 4. No keeper of any emigrant boarding-house shall have any lien upon the baggage or effects of any emigrant for boarding, lodging, storage, or on any other account whatever, and upon complaint being made upon oath before the mayor or any police magistrate of the city in which such boarding-house is located, that the luggage or effects of any emigrant are detained by the keeper of any emigrant boarding-house, under pretence of any lien upon such luggage or effects, or on any claim or demand against the owner or owners thereof, it shall be the duty of the officer before whom such complaint is made, immediately to issue his warrant, directed to any constable or policeman of said city, commanding him or them to bring before him the party against whom such complaint has been made, and upon conviction thereof, the officer before whom such conviction shall be had, shall cause said goods to be forthwith restored to the owner thereof, and the party so convicted, shall be punished by a fine not less than 50 dollars, and not exceeding 100 dollars, and shall be committed to the city prison until the said fine shall be paid, and until such luggage or effects shall be delivered to such emigrants.

Sect. 5. No person shall, in any city in this State, solicit emigrant passengers or their luggage for emigrant boarding-houses, passenger offices, forwarding or transportation lines, without the license of the mayor of such city, for which he shall pay the sum of 20 dollars per annum, and give satisfactory bonds to said mayor in the penal sum of 300 dollars as security for his good behaviour. Every person so licensed shall wear in a conspicuous place about his person a badge or plate of such character and in such manner as said mayor shall prescribe, with the words "licensed emigrant runner" inscribed thereon, with his name and number of his license; no person who is not of approved good moral character, shall be licensed as such runner. Every person who shall solicit alien emigrant passengers or others for the benefit of boarding-houses, passenger offices or forwarding lines upon any street, lane, alley, or upon any dock, pier or public highway, or any other place within the corporate bounds of any city in this State, or upon any waters adjacent thereto, over which any of said cities may have jurisdiction, without such license, shall be deemed guilty of a misdemeanor, and shall be punished by imprisonment in the county prison or gaol not less than three months, nor exceeding one year, and shall also forfeit his license.

Sect. 6. The Commissioners of Emigration may, when in their opinion it shall seem necessary, appoint a proper person or persons to board vessels from foreign ports at the Quarantine Ground, or elsewhere, in the port of New York, having on board emigrant passengers, for the purpose of advising such emigrants, and putting them on their guard against fraud and imposition; and the health officer is hereby required to prevent any person or persons from going on board such vessels, which may be subject to examination by him, until after the said person or persons appointed by the Commissioners of Emigration, shall have had sufficient opportunity to perform their duty.

Sect. 7. No person or persons shall exercise the vocation of booking emigrant passengers or taking money for their inland fare, or for the transportation of the luggage of such passengers, without keeping a public office for the transaction of such business, nor without the license of the mayor of the city in which such office shall be located, for which shall be paid the sum of 25 dollars per annum, and give satisfactory bonds in the penal sum of 1,000 dollars to the mayor of said city, as security for the proper manner in which his or their business shall be conducted, in forwarding said emigrant passengers or their luggage. Every such office and place for weighing luggage, shall be at all times, when business is being transacted therein, open to the Commissioners of Emigration, or their agent, duly appointed. And no scales or weights shall be used for such purpose but such as have been inspected and sealed by the city inspector of weights. And every such establishment shall have posted in a conspicuous manner at its place of business, in the English, German, Dutch, French, and Welsh languages, a list of prices, or rates of fare, for the passage of emigrant aliens, and the price per 100 pounds for transportation of their luggage to the principal places to which the proprietors thereof undertake to convey such passengers, and shall also deliver a copy of such list to the agent of the Commissioners of Emigration in any city where such agencies shall be established, and every person or company who shall charge or receive, or allow to be charged or received by any person in his or their employment, a greater amount than is specified in said list of prices, or who shall defraud any emigrant in the weight of his luggage, shall, together with all other persons concerned in said fraud, be punished by a fine not less than 100 dollars, and not exceeding 200 dollars, which money, when collected, shall be paid into the city treasury of said city, except in the city of New York, where it shall be paid to the Commissioners of Emigration, and any person or company receiving money as aforesaid, for the passage of emigrant aliens, or for the transportation of their luggage, without such office and license, or who shall refuse admission as aforesaid to such office or place of weighing luggage during the times of transacting business therein, or who shall neglect or refuse to post the said list of rates as aforesaid, or who shall neglect or refuse to furnish a copy thereof as aforesaid, shall be deemed

deemed guilty of a misdemeanor, and shall be punished with imprisonment in the county prison for a period not less than three months, nor exceeding one year. Laws of the United States affecting Emigrants.

Sect. 8. No person holding office under the government of the United States, or of this State, or any of its cities, or who shall be in the employment of the Commissioners of Emigration, shall solicit custom for any transportation line, or shall be interested in any way, directly or indirectly in the forwarding of emigrants, under a penalty of not less than 100 dollars, and not exceeding 300 dollars, to be sued for in the name of the People of this State, and which money when collected, shall be paid into the county treasury for the use of the poor of said county.

Sect. 9. The penalties and forfeitures prescribed by this Act, except as is hereinbefore otherwise provided, shall be sued for and collected in the name of the People of this State, and applied in the same manner specified in the foregoing section, except so far as this Act applies to the city of New York, where the same may be sued for and recovered with costs of suit, before any court having cognizance thereof, by and in the name of the Commissioners of Emigration, and when so recovered shall constitute a part of the fund and be disposed of in the same manner as commutation-money now derived from emigrant passengers.

Sect. 10. The Commissioners of Emigration shall annually make and return to the Legislature with their annual report, an affidavit, in and by which they shall respectively swear or affirm, each for himself, to the correctness of such report, and that he hath not directly or indirectly been interested in the business of boarding emigrants, in the transportation of any emigrant passengers through any portion of the interior of this country, or had made or received directly or indirectly, any gain, profit or advantage, by or through the purchase of supplies, the granting of any contract or contracts herein, or licenses, privilege or privileges, or the employment of any officer, servant or agent, mechanic, labourer or other person in the business under the control of said Commissioners.

Sect. 11. In case the monies now appropriated by law for the support of the Fever and Small-pox Hospitals at quarantine, shall be exhausted during the recess of the Legislature, the Commissioners of Emigration may use such portions of the commutation-money collected pursuant to Act of 5 May 1847, for the support of said hospitals, as the Governor, attorney-general and comptroller may certify to be necessary for such purpose.

Sect. 12. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Given under my hand and seal of office at the city of Albany, the 11th day of April, A.D. 1848.

Christopher Morgan,
Secretary of State.

(L. S.)

Enclosure 3, in No. 1.

COMMISSIONERS OF EMIGRATION.—LAWS OF 1849.

AN ACT to amend certain Acts concerning Passengers coming to the City of New York. Encl. 3, in No 1.
(Passed 11 April 1849, three-fifths being present.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE 1st section of an Act, intituled, "An Act concerning Passengers in Vessels coming to the City of New York," passed 5 May 1847, is hereby amended so as to be read:

Within 24 hours after the landing of any passenger from any ship or vessel arriving at the port of New York, from any of the United States other than this State, or from any country out of the United States, the master or commander of the ship or vessel from which such passenger or passengers shall have been landed, shall make a report in writing, on oath or affirmation, to the mayor of the city of New York; or in case of his absence or other inability to serve, to the person discharging the duties of his office, which report shall state the name, place of birth, last legal residence, age and occupation of every person or passenger who shall have landed from such ship or vessel on her last voyage to said port, not being a citizen of the United States, and who shall within the last preceding 12 months arrive from any country out of the United States, at any place within the United States, and who shall not have paid the commutation-money, or been bonded according to the provisions of this Act, or of the Act hereby amended, or of the Act of 11 February 1824, concerning passengers in vessels coming to the port of New York, nor paid commutation-money under the

Laws of the United States affecting Emigrants.

the provisions of this or any former Act. The said report shall contain a like statement of all such persons or passengers as aforesaid, as shall have landed or been suffered to land from any such ship or vessel at any place during such last voyage, or who shall have been put on board, or suffered to go on board of any other ship, vessel or boat, with the intention of proceeding to and landing at the said city of New York, or elsewhere within the limits of this State. The said report shall further specify whether any of said passengers so reported are lunatic, idiot, deaf, dumb, blind or infirm; and if so, whether they are accompanied by relatives likely to be able to support them; and shall farther specify particularly the names, last place of residence, and ages of all passengers who may have died during the said last voyage of such vessel; also the names and residence of the owner or owners of such vessel. In case any such master or commander shall omit or neglect to report as aforesaid, any such person or passenger, with the particulars aforesaid, or shall make any false report or statement in respect to any such person or passenger, or in respect to the owner or owners of any such vessel, or in respect to all or any of the particulars hereinbefore specified, such master or commander shall forfeit the sum of 75 dollars for every such passenger in regard to whom any such omission or neglect shall have occurred, or any such false report or statement shall be made, for which the owner or owners, consignee or consignees of every such ship or vessel shall also be liable jointly and severally, and which may be sued for and recovered as hereinafter provided.

Sect. 2. The 2d section of said Act is hereby amended so as to read: It shall be the duty of the said mayor or other person discharging the duties of his office as aforesaid, by an endorsement to be made on the said report, to require the owner or consignee of the ship or vessel from which such persons were landed, to give a several bond to the People of the State in a penalty of 300 dollars for each and every person or passenger included in such report, such bond being secured as hereinafter provided, and conditioned to indemnify and save harmless the Commissioners of Emigration, and each and every city, town or county in this State from any cost which said Commissioners of such city, town or county shall incur for the relief or support of the person named in the bond, within five years from the date of such bond, and also to indemnify and refund to the said Commissioners of Emigration any expense or charge they may necessarily incur for the support or medical care of the person named therein, if received into the Marine Hospital, or any other institution under their charge. Each and every bond shall be secured by two or more sufficient sureties, being residents of the State of New York, each of whom shall prove by oath or otherwise, that he is owner of a freehold in the State of the value of 300 dollars, over and above all or any claim or lien thereon, or against him, including therein any contingent claim which may accrue from or upon any former bond given under the provisions of this Act; or such bond may, at the option of the party, be secured by mortgage of real estate, or by the pledge and transfer of public stock of the United States or of the State of New York, or of the city of New York, or by deposit of the amount of the penalty in some bank or trust company; such security, real or personal, having been first approved by the said mayor. It shall be lawful for any owner or consignee at any time within three days after the landing of such persons or passengers from any ship or vessel in the port of New York, to commute for the bond or bonds so required by paying to the Health Commissioner of the city of New York the sum of one dollar and 50 cents for each and every passenger reported by him as by law required; the receipt of such sum by such Health Commissioners shall be deemed a full and sufficient discharge from the requirements of giving bonds as above provided. The said Health Commissioner is hereby required to pay once daily the same money, with an account thereof, to the Chamberlain of the city of New York. The said Health Commissioner shall receive in lieu of fees and per centages, a salary of 2,000 dollars per annum, and shall give bonds to be approved of by one of the Judges of the Supreme Court, in the penalty of 10,000 dollars, for the faithful performance of his duty.

Sect. 3. Section 3 of said Act is amended so as to read as follows: It shall be the duty of the Commissioners of Emigration hereinafter named, to examine into the condition of passengers arriving at the port of New York in any ship or vessel, and for that purpose all or any of the said Commissioners, or such other person or persons as they shall appoint, shall be authorized to go on board and through any such ship or vessel, and if on such examination there shall be found among such passengers any lunatic, idiot, deaf, dumb, blind or infirm persons, not members of emigrating families, or who, from attending circumstances are likely to become permanently a public charge, or who have been paupers in any other country, or who from sickness or disease existing at the time of departure from the foreign port are, or are likely soon to become a public charge, they shall report the same to the said mayor particularly; and thereupon, and unless a bond as required in the second section of this Act shall have been given, the said mayor, or the person discharging the duties of his office shall require in the endorsement to be made as aforesaid, or in any subsequent endorsement or endorsements thereon, and in addition to the commutation-money, that the owner or consignee of such ship or vessel, with one or more sufficient sureties, shall execute a joint and several bond to the People of the State, in a penalty of 500 dollars, for every such passenger, conditioned to indemnify and save harmless the Commissioners of Emigration, and each and every city, town or county within this State from any farther cost or charge which said Commissioners, or any such city, town or county shall incur for the maintenance or support of the person or persons named in such bond or any of them, within 10 years from the date of such bond. The sureties to the said bonds shall be required to justify before and to the satisfaction of the officer making such endorsement, and by their oath

oath or affirmation shall satisfy such officer that they are respectively residents of the State of New York, and worth double the amount of the penalty of such bond, over and above all debts, liabilities and all property exempt from execution. The subsequent endorsement authorized in this section may be made at any time within 10 days after such examination, or of the landing of any such person or passenger.

Sect. 4. If any person for whom a bond shall have been given as aforesaid, shall within the time specified in such bond become chargeable upon any city, town or county of this State, or upon the moneys under the control of the said Commissioners as aforesaid, the said Commissioners may bring an action on such bond in the name of the People of this State, and shall be entitled to recover on such bond from time to time so much money, not in the whole exceeding the penalty of such bond exclusive of costs, as shall be sufficient to defray the expenses incurred by any such city, town or county, or the said Commissioners, for the maintenance and support of the person for whom such bond was given as aforesaid, and shall be authorized to collect and apply such money from any of the real or other security, mortgaged, pledged or deposited therefor in conformity to this Act.

Sect. 5. If any owner or consignee as aforesaid shall refuse or neglect to give any such bond or bonds, and security therefor, as hereinbefore required for each person or passenger landing from his ship or vessel, within three days after the landing of such persons or passengers, in respect to bonds required by the 2d section of this Act, or shall not within that time have paid the moneys authorized by said 2d section to be received in cases where such bonds are herein authorized to be commuted for, every such owner or consignee of such ship or vessel severally and respectively, shall be subject to a penalty of 500 dollars for each and every person or passenger on whose account such bond may have been required, or for whom such commutation-money might have been paid under this Act; such penalty to be sued for as provided for in the 12th section of the said Act hereby amended.

Sect. 6. The 1st section of the Act intituled, "An Act to amend an Act intituled, 'An Act concerning Passengers in Vessels coming to the City of New York,'" passed 15 December 1847, is hereby amended, so as to read as follows: The institution belonging to this State, now known as the Marine Hospital, and all the lands and buildings thereon, and all lands and buildings which may hereafter be purchased or erected and designated for such Marine Hospital, or lands and buildings used for quarantine purposes, are hereby vested in the Commissioners of Emigration, to be by them held in trust for the people of this State; and the sole and exclusive control of the same, except in regard to the sanitary treatment of the inmates thereof, is hereby given to the said Commissioners of Emigration, for the purpose of receiving therein all persons for whom bonds may be required, or for whom any bond or bonds may have been given, required or commuted for under the provisions of this Act or the Acts hereby amended, suffering under or afflicted with any contagious or infectious disease, or other disease preventing their immediate removal to any more distant hospital, and who shall be sent to such hospital by the direction of the health officer, or under his authority.

Sect. 7. The 3d section of the Act intituled, "An Act to amend an Act intituled, 'An Act concerning Passengers in Vessels coming to the City of New York,'" passed 15 December 1847, is hereby amended, by adding thereto, at the end thereof, the words following: The Commissioners of Emigration shall also have, in relation to any illegitimate children so chargeable, or any child likely to be born a bastard, whose mother is so chargeable or receiving support, the same powers and authority to proceed to secure indemnity for the support of the mother and child, as are now or have heretofore been by law vested in the Commissioners of the Almshouse.

Sect. 8. The Commissioners of Emigration are authorized to employ and appoint a superintendent, and such officers other than physicians, nurses and orderlies, and such servants as they shall deem necessary for the management and care of the Marine and other Hospital used for quarantine purposes, and to pay all needful expenses therefor out of the moneys under their control. But the moneys received under any of the provisions of this Act as commutation-money, or upon bonds given for or on account of any persons or passengers landing from vessels at the port of New York, or elsewhere, shall not be applied or appropriated to any other purpose or use than to defray the expenses incurred for the care, support or maintenance of such persons or passengers, and nothing in this Act contained shall be deemed to affect the authority of the Board of Health, nor the mode of appointment of the health officer, resident physician, or Commissioner of Health in the city of New York, or to prevent the health officer from selecting his own medical assistants for any duties required by law to be discharged by him, or under his authority. The said health officer shall at all times have access to inspect all or any patients affected with any contagious or infectious diseases, and to decide upon their detention at quarantine, or the farther detention of the vessels from which such patients may have been received.

Sect. 9. The 4th section of said last-mentioned Act, is amended, by striking out the words "of the," before the word "institution," and inserting in lieu thereof the word "any."

Sect. 10. The 5th section of said last-mentioned Act is amended, so as to read: In all cases in which minor children of alien passengers shall become orphans, by their parents or last surviving parent dying on the passage to the port of New York, or in the Marine Hospital, or any other establishment under the charge of the Commissioners, the personal

Laws of the United States affecting Emigrants.

property which such parents or parent may have had with them, shall be taken in charge by the Commissioners of Emigration, to be by them appropriated for the sole benefit of said orphan children; and said Commissioners shall give, in their annual report to the Legislature, a minute statement of all cases in which property shall come into their possession by virtue of this section, and the disposition made of the same.

Sect. 11. The Board of Health of the city of New York may appoint any physician in their employ, or in that of the Commissioners of Emigration, to act as the agent of the Board of Health in all matters concerning the protection of the city against the introduction of contagious or infectious diseases.

Sect. 12. It shall be the duty of the Superintendent of the Marine or other Hospital used for quarantine purposes, to furnish to the Board of Health as often as may be required, a full and correct report of all persons in the said hospital affected with any contagious or infectious disease, and of all such patients as may die or be discharged as cured; such report shall be countersigned by the agent of the Board of Health, and no persons who may be, or have been received as patients affected with contagious or infectious diseases, or under treatment as such, shall be discharged or removed from the Marine or other Hospital used for quarantine purposes without a permit in writing from the health officer.

Sect. 13. The Commissioners of Emigration shall receive into the Marine or other Hospital for quarantine purposes, all alien passengers for whom bonds shall have been given or commutation paid, under the several Acts of this State relating to alien passengers arriving at the port of New York, who shall be affected with any contagious or infectious disease, and sent to such hospital by authority of the health officer. They shall defray the expenses of such patients out of the moneys by them received on account of bonds or commutation. They shall also receive and provide for all other patients or passengers who shall have landed from any vessel at the port of New York, affected with any contagious or infectious disorder, who shall be directed to be so received by the health officer or the Board of Health; they shall be entitled to receive for each person so admitted (other than aliens as above-mentioned) at the rate of three dollars per week for their support and medical care, which shall be at the expense of the owner or consignee of any vessel in which such person shall have arrived, and from which they shall have landed, and no vessel shall be permitted to leave quarantine until such expense shall have been paid, or secured to be paid to the satisfaction of the Commissioners of Emigration, or the officer duly authorized by them for such purpose.

Sect. 14. The health officer shall not, by right of office, have any other authority over the Marine Hospital, or medical charge as physician thereof, than as in this Act provided.

Sect. 15. So much of the Act concerning quarantine or regulations in the nature of quarantine at the port of New York, passed 18 May 1846, as requires that any person shall be admitted into the Marine Hospital who shall have paid hospital money during any temporary sickness, within one year after such payment, is hereby repealed.

Sect. 16. So much of the revised statutes in relation to the Marine Hospital and its funds, and the several Acts and amendments thereto, passed 18 April 1843 and 7 May 1843, as authorizes or requires the Health Commissioner to demand or receive hospital money from or on account of any master, mate, sailor or passenger arriving in the port of New York, is hereby repealed.

Sect. 17. There shall be nominated by the Governor, and appointed by him, with the consent of the Senate, a "Physician of Marine Hospital," and such number of assistants, not less than four, to be respectively designated as "Assistant Physician of Marine Hospital," as the Commissioners of Emigration shall from time to time determine to be necessary for the proper care and medical treatment of the persons under their care at the Marine or other Hospital for quarantine purposes. The number of "Assistant Physicians of Marine Hospital," shall not be at any time increased unless the Commissioners of Emigration shall make and file with the Secretary of State a certificate, that in their judgment an increased number should be appointed to meet the actual permanent demand for medical services at such hospital, a copy of which certificate shall be furnished to the Governor of the State; and when any vacancy shall exist in the office of "Physician of Marine Hospital," or "Assistant Physician of Marine Hospital," and the Senate shall not be in session, such vacancy shall be filled by appointment made by the Governor, until the next meeting of the Senate, and the confirmation thereof or the appointment of a successor.

Sect. 18. The physician of Marine Hospital shall have the superintendence and control of, and shall make such regulations for the sanitary treatment of the patients in such Marine or other Hospital for quarantine purposes, as may be found necessary, and prescribe therein the duties of the assistant physicians thereof, and shall take upon himself and assign to such assistants respectively the charge of such portions of such hospital as shall seem to him best adapted to secure the objects and purposes of such institution, and the care and proper medical treatment of the inmates thereof, and the said Commissioners may employ from time to time such additional medical assistants as the temporary wants of such hospital and the inmates thereof shall require.

Sect. 19. Each assistant physician of such Marine or other Hospital for quarantine purposes, shall from time to time, as shall be necessary, select and appoint such and so many nurses

nurses and orderlies in the department of such hospital which shall have been assigned to or be under his supervision and care, as shall be required for the proper care of the inmates of their respective departments, but the number of such nurses and orderlies shall be determined and controlled by the "Physician of Marine Hospital," and the compensation of such nurses and orderlies, and of each of them, shall be fixed and determined by the Commissioners of Emigration. Laws of the United States affecting Emigrants.

Sect. 20. The "Physician of Marine Hospital," shall have and receive an annual salary of 6,000 dollars, to be paid quarterly; and each of the assistant physicians shall have and receive a salary of 1,200 dollars per annum, to be paid quarterly or monthly, as the Commissioners of Emigration may determine; and in that ratio for any period of service of such physician or assistant, and all salaries and other compensation of such physician and assistant physicians, and of all nurses, orderlies and servants, or others necessarily employed in and about the business, care and proper management of such Marine or other Hospital for quarantine purposes, shall be paid by the Commissioners of Emigration, from and out of moneys collected upon the bonds hereinbefore required to be given by the owners or consignees of vessels arriving with and landing passengers at the port of New York, or from the commutation-moneys paid upon or in lieu of such bonds, in accordance with the provisions of this Act, and all the expenses of such Marine or other Hospital for quarantine purposes, shall, as far as practicable, be defrayed by said Commissioners out of and from the moneys and securities in this Act specified; but nothing in this Act contained shall be so construed as to authorize the payment of any salary or compensation for services rendered by said Commissioners of Emigration, or any of them.

Sect. 21. The penalties and forfeitures prescribed in and by this Act may be sued for and recovered, with costs of suit, by and in the name of the said Commissioners of Emigration, in any court having cognizance thereof; and when recovered shall be applied to the support of such Marine or other Hospital for quarantine purposes as specified in this Act. It shall be lawful for the said Commissioners, before or after suit brought, to compound or commute for any of the said penalties or forfeitures upon such terms as they shall think proper; also to commute and compound with the owner or consignee of any ship or vessel for any such bond or bonds as are required in section 3. of this Act to be given by such owner or consignee for such person or persons, passenger or passengers, as have been paupers in any other country, or who from sickness or disease existing at the time of departure from the foreign port, are or are likely soon to become a public charge, or who shall be sent to the Marine or other Hospital for quarantine purposes, in accordance with the provisions of this Act, in consequence of sickness or disease at the time of departure from the foreign port existing, the commutation for said last-mentioned bond or bonds to be fixed by said Commissioners at such sum as they shall deem just and equitable, and sufficient to defray the necessary expenses consequent upon the care, support and maintenance of the persons for whom such commutation shall be paid, during the existence and continuance of their then sick or diseased state.

Sect. 22. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law deposited in this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original (the seventh section written on the margin).

Christopher Morgan,
Secretary of State.

Albany, 12 April 1849.

AN ACT to provide for the establishment of Hospitals at Sandy Hook.—(Passed 10 April 1849, "three-fifths being present.")

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE Commissioners of the Land Office, with the health officer of the port of New York, are hereby directed personally to examine and determine whether, in their opinion, the promontory known as Sandy Hook, in the State of New Jersey, will be a proper and convenient site for the establishment of a Marine Hospital; and they shall be paid such reasonable sum for travelling expenses out of the monies appropriated by this Act, as the Comptroller may deem proper.

Sect. 2. If the Commissioners and health officer named in the preceding section, or a majority of them, shall deem Sandy Hook a proper and convenient site for such hospital, it shall be the duty of the Commissioners of the Land Office to enter into a negotiation with the Government of the United States, and if necessary, with the State of New Jersey, for such cession of so much and such parts of the promontory known as Sandy Hook, as may be selected by the said Commissioners for the erection of hospitals for the purposes hereinafter mentioned.

Sect. 3. The said Commissioners immediately after such cession is made, shall transfer the same to the Commissioners of Emigration, who shall proceed to erect hospitals for infectious and contagious diseases, and such other buildings and improvements thereon, and on the land

Laws of the United States affecting Emigrants.

under water adjoining the same, as may be necessary for the comfort and accommodation of patients sick of infectious or contagious diseases, and who now are by law received into the Quarantine Hospitals on Staten Island; provided, however, that the whole cost of the said Hospital, other buildings and improvements so to be erected, shall not exceed the sum of 50,000 dollars.

Sect. 4. Immediately after such hospitals are erected and ready for use, the Commissioners of Health, shall forthwith, but with due regard to the condition of the sick, cause all patients afflicted with contagious or infectious diseases in the Marine Hospital to be removed to the said hospitals at Sandy Hook, the expense thereof to be paid out of the moneys appropriated by the 8th section of this Act, and persons afflicted with such diseases and diseases suspected to be infectious or contagious, and who by the existing laws are entitled to be received into the Marine Hospital, shall in future be sent to such hospital at Sandy Hook, and shall not be received into the Marine Hospital; and all the police regulations of the hospital at Staten Island shall be held to apply to the hospital at Sandy Hook.

Sect. 5. The Commissioners of Emigration shall, as soon as practicable after the passage of this Act, procure a suitabled place on Staten Island or elsewhere, remote from the premises of the Marine Hospital, for the burial of patients who may die in said hospital.

Sect. 6. All sums of moneys drawn pursuant to the provisions of this Act, shall be re-imbursed to the treasury out of any surplus moneys which, by the laws of this State, the Commissioners of Health or the Commissioners of Emigration are or may be entitled to receive, and which in the opinion of said Commissioners of Emigration, will not be required for other and necessary disbursements.

Sect. 7. The Comptroller is hereby authorized to draw his warrant in favour of the Commissioners named in the 1st section, and upon their requisition, not exceeding however, in the whole, the amount in this Act appropriated.

Sect. 8. The sum of 50,000 dollars, or as much thereof as may be necessary, is hereby appropriated for the purpose of this Act, to be paid by the treasurer on the warrant of the Comptroller.

Sect. 9. This Act shall take effect immediately.

State of New York, Secretary's Office.

I have compared the preceding with an original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of said original.

Archibald Campbell,
Dep. Secretary of State.

Albany, 14 April 1849.

AN ACT to amend an Act intituled, "An Act for the Protection of Emigrants arriving in the State of New York," passed 11 April 1848.—(Passed 10 April 1849.)

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sect. 1. THE 4th section of the Act intituled, "An Act for the Protection of Emigrants arriving in the State of New York," is amended, so as to read as follows:

No keeper of any emigrant boarding-house shall have any lien upon the baggage and effects of any emigrant for boarding, lodging, storage, or any other account whatever, for any greater sum than shall be due from such emigrant for boarding and lodging, according to the rates or prices so posted as above provided; and upon complaint being made upon oath before the mayor or any police magistrate of the city in which such boarding-house is located, that the luggage or effects of any emigrant are detained by the keeper of any emigrant boarding-house, under pretence of any lien upon such luggage or effects, or on any claim or demand against the owner or owners thereof, for any other or greater sum than in accordance with such rates, it shall be the duty of the officer before whom such complaint is made, immediately to issue his warrant, directed to any constable or policeman of the said city, commanding him or them to bring before him the party against whom such complaint has been made, and upon conviction thereof, the officer before whom such conviction shall be had, shall cause said goods to be forthwith restored to the owner thereof, and the party so convicted shall be punished by a fine not less than 50 dollars, and not exceeding 100 dollars, and shall be committed to the city prison until the said fine shall be paid, and until such luggage or effects shall be delivered to such emigrants. Any person so convicted shall have the right of appealing from the decision of such mayor or magistrate to the same tribunals, and in the same manner as is provided by law for appeals from the decisions of justices in civil cases, and all the provisions of law relating to appeals from justices shall apply so far as applicable to appeals from such mayor or other magistrate. But such appeal shall not authorise the detention of such luggage or effects after the payment of the sum which such mayor or magistrate shall adjudge to be justly due from such emigrant.

Sect. 2.

Laws of the United States affecting Emigrants.

Sect. 2. Section 5 of the said Act is hereby amended so as to read as follows:

No person shall, in any city in this State, solicit emigrant passengers or their luggage for emigrant boarding-houses, passenger offices, forwarding or transportation lines, without the license of the mayor of such city, for which he shall pay the sum of 20 dollars per annum, and give satisfactory bonds to said mayor in the penal sum of 300 dollars, as security for his good behaviour: nor shall any person, not a native or naturalized citizen of the United States, be so licensed. The said mayor may, at any time, revoke such license for good cause shown. Every person so licensed shall wear, in a conspicuous place about his person, a badge or plate, of such character and in such manner as said mayor shall prescribe, with the words "licensed emigrant runner" inscribed thereon, with his name and the number of his license; no person who is not of approved good moral character, shall be licensed as such runner. Every person who shall solicit alien emigrant passengers or others for the benefit of boarding-houses, passenger offices or forwarding lines, upon any street, lane, alley, or upon any dock, pier or public highway, or any other place within the corporate bounds of any city in this State, or upon any waters adjacent thereto, over which any of said cities may have jurisdiction, without such license, shall be deemed guilty of a misdemeanor, and shall be punished by imprisonment in the county prison or jail not less than three months, nor exceeding one year. But this section shall not be so construed as to prohibit the proprietors of emigrant boarding-houses from soliciting emigrant passengers on their own account without such license (if licensed as emigrant boarding-house keepers), anything in section 2, to the contrary thereof notwithstanding.

State of New York, Secretary's Office.

I have compared the preceding with the original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of the said original.

Christopher Morgan,
Secretary of State.

Albany, 20 April 1849.

AN ACT to amend "An Act for the Protection of Emigrants arriving in the State of New York."—(Passed 11 April 1849, "three-fifths being present.")

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECT. 1. The 3d and 7th sections of the Act intituled, "An Act for the Protection of Emigrants arriving in the State of New York," is hereby amended so as to read as follows:

Sect. 3. All persons keeping houses in any of the cities of this State for the purpose of boarding emigrant passengers, shall be required to have a license for said purpose from the mayor of the city in which such houses are located; and such person so licensed shall pay to the said city the sum of 10 dollars per annum, and shall give bonds satisfactory to said mayor, with one or more sureties, in the penal sum of 500 dollars, for their good behaviour, and the proper conduct of all agents and runners in their employ, and said mayor is hereby authorized to revoke said license for cause. Every keeper of such boarding-house shall, under a penalty of 50 dollars, cause to be kept conspicuously posted in the public rooms of such house, in the English, German, Dutch, French and Welch languages, and printed upon business cards, to be kept for distribution as hereinafter provided, a list of the rates of prices which will be charged emigrants per day and week for board and lodging, and also the rates for separate meals, which card shall contain the name of the keeper of such house, together with its number, and the name of the street in which such house is situated. The keeper of such house shall also file a copy of said list in the city of New York in the office of the Commissioners of Emigration, and in each of the other cities of this state with the mayor of said city, and with the agent of the Commissioners of Emigration, and the keeper of any emigrant boarding-house who shall neglect or refuse to post a list of rates, or to keep business-cards so as above provided, or who shall charge, or receive, or permit or suffer to be charged or received for the use of such keeper or for any other person, any greater sum than according to the rates of prices so posted and printed on business-cards, and if any runner employed by any boarding-house keeper, or any emigrant boarding-house keeper himself, shall engage any emigrants as guests for such boarding-house, without delivering to every such emigrant a printed business-card as above provided, he shall, upon conviction thereof, be deprived of his or her license, and be punished by a fine not less than 50, nor more than 100 dollars, to be recovered in the city of New York by the Commissioners of Emigration, and in the other cities of this State by the mayors thereof, and any person who shall keep a boarding or lodging-house for emigrants within any of the cities of this State, who shall refuse or neglect to obtain a license in pursuance of the provisions of this section, shall, upon the first conviction, forfeit the penalty of 100 dollars, and upon a subsequent conviction, shall forfeit the penalty of 200 dollars, to be recovered by the persons and in the manner above set forth.

Sect. 7. No person or persons shall exercise the vocation of booking emigrant passengers, or taking money for their inland fare, or for the transportation of the luggage of such passengers, without keeping a public office for the transaction of such business, nor without the

Laws of the United States affecting Emigrants.

licence of the mayor of the city in which such office shall be located, for which shall be paid the sum of 25 dollars per annum. Every such office and place for weighing luggage shall be at all times, when business is being transacted therein, open to the Commissioners of Emigration or their agent, duly appointed, and no scales or weights shall be used for such purpose but such as have been inspected and sealed by the city inspector of weights; and every such establishment shall have posted in a conspicuous place and manner at its place of business, in the English, German, Dutch, French and Welch languages, a list of prices or rates of fare for the passage of emigrant passengers, and the price per 100 pounds for the transportation of their luggage to the principal places to which the proprietors thereof undertake to convey such passengers; and shall also deliver a copy of such list to the Commissioners of Emigration, or to their agent, in any city where such agency shall be established; and any person or company who shall charge or receive, or allow to be charged or received, by any person in his or their employment, a greater amount than is specified in said list of prices, or who shall defraud any emigrant in the weight of his or her luggage, or who shall receive money from an emigrant or emigrants for their passage or for the transportation of their luggage, and shall refuse or neglect to issue to the person or persons so paying their fare, or for the transportation of their luggage, a ticket which shall state the time and place of such issue, the number of persons so paying, the distance in miles to the place to which fare is received, the amount so received, the number of pounds of baggage, and the price per 100 pounds for its transportation; which said ticket shall be signed by the person or persons in whose names the establishment is conducted, and if more than one person is interested in the concern as a partner, then the full names of all the persons so interested in said concern shall be printed or written on the ticket; or who shall issue any such ticket directed to an agent without first having made arrangements with some responsible person or persons to act as his, her or their agent, or who shall issue a ticket so as aforesaid for the passage of any emigrant, or his or her luggage, which shall not be promptly redeemed by the agent or consignee according to the terms of the agreement, as set forth in the ticket, or who shall in any way fail or neglect to fulfil any contract for the passage of any emigrant, or for the transportation of any luggage, made with an emigrant, or who shall issue to any person blank receipts signed by him or them, or who shall permit his, her or their name or names to be used by any other person or persons in said business of booking emigrant passengers and their luggage, or taking money for their fare or transportation of their luggage, shall, together with all other persons concerned in the violation of these provisions, be deemed guilty of a misdemeanor, and shall upon conviction be punished by confinement in the city or county prison, not less than six nor more 12 months; and any person or company receiving money as aforesaid for the passage of emigrants, or for the transportation of their luggage, without such office and licence, or who shall refuse admission as aforesaid to such office or place of weighing luggage during the time of transacting business therein, or who shall neglect to post the said list of rates as aforesaid, or who shall neglect or refuse to furnish a copy thereof as aforesaid, or who shall make any arrangement or engagement with any emigrant for his passage or transportation, or any runner or agent connected with or employed by such forwarding establishment, make such engagement or arrangement without delivering to every such emigrant a printed card (in the language of the country to which said emigrant may belong), of prices or rates of fare, which will be charged every emigrant for his passage, or for transportation of his baggage or effects to the principal places on the route which he, the said emigrant, is about to travel, or every such keeper or owner or owners, or runner or runners, connected therewith, or any licensed emigrant runner or runners, shall be deemed guilty of a misdemeanor, and shall upon conviction be punished by imprisonment in the county prison for a period not less than three nor more than six months. Licenses under this section may be revoked for cause, and no person shall be licensed under this section who is not of good moral character, and a citizen of the United States.

Sect. 2. The Commissioners of Emigration are hereby authorised to employ such agents, clerks and servants as they shall deem necessary for the purposes aforesaid, and they shall appoint at least one agent in each of the cities of Albany, Rochester and Buffalo, and pay a reasonable compensation to such agents, clerks and servants for their services, out of the monies aforesaid.

State of New York, Secretary's Office.

I have compared the preceding with the original law on file in this office, and do certify that the same is a correct transcript therefrom, and of the whole of the said original.

Christopher Morgan,
Secretary of State.

Albany, 20 April 1849.

EMIGRATION.

(NORTH AMERICAN AND AUSTRALIAN COLONIES.)

COPIES or EXTRACTS of any DESPATCHES relative to EMIGRATION to the NORTH AMERICAN and AUSTRALIAN COLONIES; in continuation of the Papers presented to this House in August 1848 and February 1849.

(*Mr. Monsell.*)

COPIES or EXTRACTS of any DESPATCHES relative to EMIGRATION to the NORTH AMERICAN and AUSTRALIAN COLONIES, since those moved for on the 15th day of May last.

(*Mr. Hawes.*)

(PART II.—*North American Colonies.*)

Ordered, by The House of Commons, *to be Printed,*
31 *July* 1849.

[*Price* 1 *s.*]

593.—II.

Under 16 *oz.*

CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT,

UPON THE OPERATION OF THE NAVIGATION LAWS.

In continuation of the Papers presented to both Houses of Parliament by Command, July 1848.

Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY 1849.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCHES FROM THE GOVERNOR-GENERAL.

No. in Series.	Date.	No. of Despatch.	SUBJECT.	Page
	1849.			
1	3 Jan.	2	Petition from the Montreal Board of Trade, 14th December, 1848, urging necessity for the Repeal of the Navigation Laws; and referring to the Duties on Foreign and Colonial Wheat, and Produce	3
2	3 Jan.	3	With Letter from certain Members of the Montreal Board of Trade dissenting from principles of the above Petition . .	5
3	4 Jan.	4	With Petitions, dated 18th December, 1848, to Her Majesty and the two Houses of Parliament, from the Inhabitants of Montreal, for the Repeal or Modification of the Navigation Laws .	9
4	8 Jan.	8	With Petition to the Queen and Houses of Parliament from the Hamilton Board of Trade, for Repeal or Modification of the Navigation Laws, as far as they relate to Canada . . .	10
5	18 Jan.	13	With Letter from Messrs. Holmes, Young, and Knapp, to Inspector-General, showing the operation of the existing Navigation Laws on their endeavours to open a Trade with the far West .	11

DESPATCH FROM THE SECRETARY OF STATE.

1	26 Jan.	317	Acknowledging the Petitions from the Inhabitants of Montreal of the 28th December, and stating that application will be made to Parliament thereon	11

CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT,

UPON

THE OPERATION OF THE NAVIGATION LAWS.

CANADA.

No. 1.

(No. 2.) No. 1.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
January 3, 1849.

My Lord, (*Received January* 23, 1849.)

I have the honour to transmit herewith, with the request that your Lordship will be pleased to lay it at the foot of the Throne, a petition to Her Most Gracious Majesty the Queen, from the Montreal Board of Trade.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right. Hon Earl Grey,
&c. &c. &c.

Enclosure in No. 1.

Encl. in No. 1.

To Her Most Gracious Majesty the Queen.

The Petition of the Montreal Board of Trade.

Humbly Showeth,

That the abandonment by the mother country of her protective policy, is producing important changes in the commercial relations of this colony, which, unless regulated or counteracted by wise legislation, may lead in the end to consequences which every loyal subject would deplore.

That the most prominent of the changes referred to is a growing commercial intercourse with the United States, giving rise to an opinion, which is daily gaining ground on both sides of the boundary line, that the interests of the two countries under the changed policy of the Imperial Government are germane to each other, and under that system must, sooner or later, be politically interwoven.

That being deeply interested in the trade and prosperity of this province, and moreover, in common with the great mass of the population, being devotedly attached to the institutions of Great Britain, and desiring to see the existing colonial connexion which unites us perpetuated, your petitioners most respectfully take leave to lay before Your Majesty the following representations:—

Firstly. The result of a total cessation of the differential duty on grain in England, will be to make New York the port of shipment for the great bulk of the produce of Canada, in consequence of the greater cheapness of forwarding it to the markets of England by way of the United States, than by the former route of the St. Lawrence. This is a statement which, in the opinion of your petitioners, cannot be refuted, whether with reference to our past experience or to any future probable changes in the cost of forwarding by either route.

Secondly. The port which is found to be the most eligible for the exports, will also be found to be the best suited for the imports of a country, for one reason among many others in this case, that inward freight cheapens outward freight, and *vice versâ;* accordingly New York must inevitably become the port of import for Canada, to the serious injury of the trade of the St. Lawrence.

Thirdly. The bonding system introduced by the American Government, by means of which British and foreign manufactures may be purchased in New York, on much the same terms as in Montreal, must have the effect of attracting the merchants of Canada to New York for the purchase of their supplies, if that city shall become the port of import and export for Canada; and thus the ruin of the trade of the St. Lawrence, of so much importance to Great Britain and this colony, in a national point of view, cannot fail to be consummated.

It would be superfluous for your petitioners to point out the injurious effects which could not but result from such a diversion of trade; suffice it to say, it would create and cement ties of beneficial interest between Canada and the United States, and proportionally weaken the attachment which this colony entertains for the mother country.

Your petitioners are indeed aware that it has been asserted by a class of political economists, that the colonies are a source of pecuniary loss to England, and that she might profitably abandon them altogether; but your petitioners have too much confidence in the wisdom of Your Majesty's Government to suppose that such sentiments are shared in by them, or that even were the proposition to be true, they would draw the same precipitate conclusion from it.

In nations there are interests infinitely transcending those of a mere pecuniary nature; and your petitioners would regard the integrity of the British dominions, the preservation of Britain's political power and influence, as cheaply purchased by any pecuniary loss the colonies might occasion her.

It is with this belief, and with the desire to avert the dismemberment of the empire, so far at least as Canada is concerned, that your petitioners at this time approach Your Majesty. They do not seek the restoration of the old system of protection; on the contrary, they have no objection to the utmost freedom of trade, compatible with the safety of the ties subsisting between this colony and the mother country; but having respectfully shown how that connexion must be endangered when the measures of Sir Robert Peel take full effect, they will briefly point out those remedial measures which, in their opinion, would avert the evil, and continue to attach this province to England by the chains of interest, as well as of affection and duty. These measures, so far as imperial legislation is concerned, are,—

Firstly. The repeal of the Navigation Laws as they relate to Canada, and the throwing open the navigation of the St. Lawrence; and,

Secondly. The enactment of a moderate fixed duty, say not less than 5*s.* per quarter on foreign wheat, colonial to be admitted free. In the event of this suggestion being approved of by Your Majesty's Government, your petitioners would strongly urge that, if not inconsistent with existing treaties, the exemption from duty of Canadian produce should be extended to all bread stuffs shipped from a Canadian port, whether of Canadian or foreign origin; the effect of which would be to pour the whole trade of Upper Canada, and a vast proportion of that of the Western States, through the River St. Lawrence, adding immensely to the revenue arising from the public works of the province, and giving a powerful impetus to the prosperity of British North America. Indeed it is the opinion of your petitioners that the increase of revenue arising from the canals under the system proposed, would be such as would admit of our Legislature materially reducing, if not entirely repealing, the import duties on British manufactures imported into the provinces. Your petitioners having already presented an humble petition to Your Majesty in the month of May last, for the repeal of the Navigation Laws as they regard Canada, and having in that petition sufficiently explained their reasons for urging their repeal, they will only at present refer to the second measure suggested, namely, the enactment of a moderate fixed duty on foreign wheat.

Your petitioners would most earnestly urge this on the attention of Your Majesty's Government for the following reasons:—

Firstly. It would be no violation of the new fiscal principles of the English Government, inasmuch as such a duty as that prayed for would simply be a tax for revenue, and your petitioners see no reason why grain should not be moderately taxed as well as any other commodity.

Secondly. Your petitioners are of opinion, from practical observation, that such a duty would not come out of the pocket of the consumer, but out of that of the producer, that it would not in the general course of things add to the price of bread stuffs in England, but reduce the price of bread stuffs in the markets of foreign countries.

Thirdly. Such a moderate fixed duty on foreign grain would increase the revenue of the country, on the average, by about a million sterling; which, as it would not come out of the pocket of the consumer, would be a great national gain, combining a most seasonable relief to the country in its present financial position, with other advantages of perhaps even paramount consideration.

Fourthly. A duty of this kind in favour of Canada would preserve the trade of the St. Lawrence, add to the revenue derivable from the provincial canals, diffuse universal satisfaction throughout the colony, and what, in the opinion of your petitioners, is all important, would continue to attach Canada to the mother country, thus perpetuating the present connexion, and preserving inviolate the British dominions.

May it therefore please Your Most Gracious Majesty to take the prayer of this petition into your serious consideration, and grant such relief in the premises as in your wisdom may seem meet.

And your petitioners, as in duty bound, will ever pray.

(Signed) Peter M'Gill,
President of the Montreal Board of Trade.
Frederick A. Willson, Secretary.

Montreal, December 14, 1848.

(No. 3.) No. 2. CANADA. No. 2.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
January 3, 1849.

My Lord, (*Received January* 23, 1849.)

With reference to the petition to Her Majesty from the Board of Trade of Montreal, transmitted in my Despatch, No. 2, of this day's date, I have the honour to enclose herewith, for your Lordship's information, a printed letter, of which a copy has been sent to me, addressed to the President of the Board, and signed by several merchants of high respectability, Mr. Holmes, one of the members for the city, being of the number.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 2. Encl. in No. 2.

To the Honourable Peter McGill, President of the Montreal Board of Trade.

Sir,

It is with extreme regret that we find ourselves, as Members of the Board of Trade, under the necessity of taking exception to a petition to Our Gracious Sovereign the Queen, adopted on the 11th instant, by the Council in the name of the Board. Against that act of the Council (a body consisting of 11 members, 6 of whom only were present on the occasion) we beg respectfully to protest, being of opinion that the petition should have been called what it really is, that of the Council and not the Board, inasmuch as it was not submitted to the latter, and consequently cannot, in strict propriety, be called its petition. Had it been deliberately adopted by the Board after full discussion, we should have cheerfully submitted to it as the opinion of the majority, but under existing circumstances we beg respectfully to state, that we dissent from it as containing principles which we cannot acquiesce in—details which are at variance with our knowledge of facts; and sentiments which are not consistent with our convictions. For instance, the petition states:—

"That the most prominent of the changes referred to, is a growing commercial intercourse with the United States, giving rise to an opinion, which is daily gaining ground on both sides of the boundary line, that the interests of the two countries under the changed policy of the Imperial Government are germane to each other, and, under that system, must, sooner or later, be politically interwoven."

Now, whilst we admit that we consider the interests of the two countries to be "germane" to each other, we dissent entirely from the conclusion which the Council seems to draw therefrom, and to imply that the country participates in, viz.:—That it must precipitate a political connexion between this colony and the United States. Such, in our opinion, is a wrong interpretation of the general feeling of the people of this province. On the contrary, we would interpret it to be that a feeling of disaffection is likely to arise against the mother country, unless she promptly removes the obstacles and restrictions which we have a right to complain of, and which prevent our acquiring that perfect freedom of commerce which the essential interests of the colony require, subject to such restrictions only as the wants of our local Government in the matter of revenue render indispensable.

The next points in the Council's petition to which we object are to be found in the following paragraphs:—

"Firstly.—The result of a total cessation of the differential duty on grain in England, will be to make New York the port of shipment for the great bulk of the produce of Canada, in consequence of the greater cheapness in forwarding it to the markets of England by way of the United States, than by the former route of the St. Lawrence. This is a statement which in the opinion of your petitioners cannot be refuted, whether with reference to our past experience, or to any future probable changes in the cost of forwarding by either route.

"Secondly.—The port which is found to be the most eligible for the exports, will also be found to be the best suited for the imports of a country, for one reason, among many others in this case, that inward freight cheapens outward freight, and vice versâ; accordingly New York must inevitably become the port of import for Canada to the serious injury of the trade of the St. Lawrence.

"Thirdly.—The bonding system introduced by the American Government, by means of which British and foreign manufactures may be purchased in New York on much the same terms as in Montreal, must have the effect of attracting the merchants of Canada to New York for the purchase of their supplies, if that city shall become the port of import and export for Canada, and thus the ruin of the trade of the St. Lawrence, of so much importance to Great Britain and this colony in a national point of view, cannot fail to be consummated."

We must respectfully deny what the Council assert respecting the greater cheapness of forwarding produce to the markets of England by way of the United States than by the route of

CANADA.

the St. Lawrence, "with reference to any future probable changes in the cost of forwarding by either route." We contend on the contrary that under a system of free navigation, sea-going freights from Quebec will be reduced on the average to within a shilling per barrel of the rates which may thereafter prevail at New York, if they be not in fact brought nearer by competition to an equality. We have compared the necessary expenses of a vessel of 500 tons trading between New York and Liverpool, and Quebec and Liverpool respectively, and we see nothing in them to prevent such a vessel carrying produce from either port to Liverpool, at nearly the same rates of freight—the reason being that, as the charges necessarily incurred by the ship are about the same in both cases, it follows that, what yields a remunerative profit in the one case, must yield it also in the other. And taking the sea-going freight in connexion with the inland freight in both cases, we contend that the conclusion is irresistible in favour of the St. Lawrence being the cheaper route, inasmuch as the cost of transport from the upper lakes to Quebec is on the average, and in the nature of things must continue to be cheaper than it is or will hereafter be, from the said lakes to New York *viâ* the Erie Canal. This view of the case is now so generally admitted that we were not prepared to find the very opposite asserted by the Council of the Board of Trade, in the petition in question; and were the said petition intended to have effect upon public opinion in Canada only, we would not deem it even worth the trouble of refutation, believing that the convictions of the community will universally condemn it. But as it is intended to have effect in England, where, unfortunately, the details of Canadian affairs seem to be but little understood, we consider it our duty to enter fully into the merits of the question, in order to refute the Council's statement.

For this purpose, we will take Cleveland on Lake Erie as our point of departure, and will show the nature of the route from that city to the city of New York by way of the Erie Canal, and compare it in all important points of view with the route by way of the St. Lawrence. We will suppose in the first place a vessel loaded at Cleveland with 2,500 barrels of flour to be conveyed to New York by way of the Erie Canal. She proceeds to Buffalo, at the foot of Lake Erie. Here she discharges her cargo into canal boats capable of carrying at the utmost but 700 barrels each, thus requiring three boats and a large portion of a fourth to carry her single cargo. These four boats proceed to Albany through the Erie Canal, which is 362 miles long; and at Albany their cargoes are again transhipped into barges for New York. The time occupied in going from Cleveland to New York by this route is usually 16 days.

On the other hand, a vessel loaded at Cleveland with 2500 barrels of flour intended to be conveyed to Quebec by way of the St. Lawrence, takes her departure, and passing through the Welland Canal, of 28 miles in length, and such of the St. Lawrence canals as she deems it advisable to use (in all only 36 miles long), she reaches Quebec without once breaking bulk, and generally accomplishes the whole distance in about six days.

Thus, then, recapitulating the relative merits of the two routes, we have 362 miles of canal navigation by the Erie Canal against 64 miles by the St. Lawrence; we have a trip occupying in the former case 16 days, against 6 days in the latter; and we have two transhipments in the one case and none in the other. Can any one then deny or doubt, under these circumstances, that the St. Lawrence is, in the nature of things, the cheaper route to the sea?

But let us now examine and compare the actual charges of forwarding by the respective routes. Tables furnished by the Canal Commissioners of the State of New York show, that in 18 years ending with 1847, the average rate of freight of a barrel of flour from Buffalo to Albany was 77 cents. It was also 77 cents for 1847 alone; and for the present year, we feel confident that the average will be rather over than under 77 cents. The average freight from Cleveland to Buffalo is 16 cents, and from Albany to New York, 8 cents. Then with regard to the freight of merchandise upwards from Albany to Buffalo per 100 lbs., the same authorities show that for the period of 18 years ending in 1847, the average rate of freight was 76 cents. It was only 40 cents, however, for 1847 alone; and after a careful examination of the rates current during the present year, we feel confident that the average for it will prove to be about 45 cents per 100 lbs. From New York to Albany it is 4 cents, and from Buffalo to Cleveland it is 15 cents.

On the other hand, the rates by the St. Lawrence this year have ruled as follows:—(and we may remark that we cannot extend our comparison into former years, inasmuch as the St. Lawrence canals, upon which the superiority of the St. Lawrence route chiefly depends, were only this year thrown open for public use) that is to say, from Cleveland to Quebec the average rate for a barrel of flour was 60 cents, and from Quebec to Cleveland the average rate for merchandise was 30 cents per 100 lbs.; goods having been carried both ways, however, at rates strikingly under these, which we have waived in establishing the above averages. For instance, flour was carried from Cleveland to Quebec at equal to 40 cents per barrel, and salt and fish from Quebec to Cleveland, and even to Chicago, on Lake Michigan, at equal to 20 cents per 100 lbs. And if this has been done while the Canadian forwarder has had but little upward freight, what may we not expect when, like his rival of the United States, he is provided with both freight and emigrant passengers upwards, as he doubtless will be when our commerce and navigation are rendered free from restrictions. Is it not, we ask, reasonable to suppose that he will then be able to reduce his charges both ways and yet secure to himself remunerative profits?

Let us now recapitulate, in tabular form, the foregoing facts in order to show the contrast they afford in a striking point of view:—

Downward Freights by way of the Erie Canal.	Cents.	*Downward Freights by way of the St. Lawrence.*	Cents.
From Cleveland to Buffalo	16	Average of 1848 from Cleveland to Quebec.	60
From Buffalo to Albany	77		
From Albany to New York	8		
	101		

Leaving a balance in favour of the St. Lawrence route of 41 cents per barrel.

No. 2.—*Upward Freight by way of the Erie Canal for* 100 *lbs. of merchandise*:—

	Cents.
From New York to Albany	4
From Albany to Buffalo	45
From Buffalo to Cleveland	15
	64

Ditto by way of the St. Lawrence:—

	Cents.
From Quebec to Cleveland	30

Leaving a balance in favour of the St. Lawrence route of 34 cents per 100 lbs. of merchandise.

Let us next employ the above data to extend our comparison of rates from New York and Quebec, respectively, to Liverpool. We have already stated that on comparing the necessary expenses of a ship of 500 tons, trading between those respective ports we have found that they do not differ materially; and hence we conceive we may reasonably assume that under a system of free navigation, the rates from both ports would be nearly equal. But in order to leave no room for captious exceptions being taken to our reasoning, we will assume the average rate of freight from New York to Liverpool to be 2*s.* or 48 cents per barrel (a document published by the Council of the Board of Trade in 1846, showed the average for three years to be 2*s.* 1*d.* per barrel); and we will allow 3*s.* (72 cents or 50 per cent. advance to be the corresponding rate from Quebec, and yet it will appear after making that enormous allowance for sea-going freight that the St. Lawrence from Cleveland to Liverpool is unquestionably cheaper than the route *viâ* the Erie Canal. For example,—

	Cents.
Freight of a barrel of flour from Cleveland to New York *viâ* the Erie Canal . .	101
„ „ New York to Liverpool	48
Total	149
Ditto from Cleveland to Quebec *viâ* the St. Lawrence	60
Ditto from Quebec to Liverpool	72
Extra insurance from Quebec to Liverpool over the rate from New York 1½ per cent. on 25*s.*	7½
Total	139½

Difference in favour of the St. Lawrence, 9½ cents, after allowing 50 per cent. to cover the contingency of a possible difference of freight from Quebec as compared with New York under a system of free navigation.

The foregoing data, it may be remarked, apply to the whole season of navigation, with the exception of a few weeks in the fall of the year, when a larger allowance will require to be made for the difference of insurance, although even this it is expected will be materially reduced hereafter, by Government establishing additional lighthouses in the Gulf of the St. Lawrence, and by the competition of American Insurance Companies with those of England, the beneficial effects of which competition have already been experienced to a small degree this year.

Having thus proved, as we conceive, that the St. Lawrence is a cheaper route than the Erie Canal to the sea for the surplus produce of the West, and having shown that we can afford to pay 50 per cent. more than the average rate for sea-going freight at the port of New York, and yet have a margin of 9½ cents. left in favour of the St. Lawrence route, may we not reasonably consider ourselves entitled to adopt the Council's conclusion in favour of the St. Lawrence, rather than against it; viz., "That the port which is found to be the most eligible for the exports will also be found to be the best suited for the imports of a country, for one reason among many others in this case, that inward freight cheapens outward freight, and *vice versâ*?"

The Council's prediction of "the ruin of the trade of the St. Lawrence" being predicated on the fallacies which we have thus refuted, must of course fall to the ground along with them.

II. In the following passages the predominant idea is one in which we cannot agree, viz., that in proportion as our trade with a foreign country increases, our attachment to the mother country must diminish.

"It would be superfluous for your petitioners to point out the injurious effects which could not but result from such a diversion of trade, suffice it to say, it would create and cement ties of beneficial interest between Canada and the United States, and proportionally weaken the attachment which this colony entertains for the mother country.

"Your petitioners are, indeed, aware that it has been asserted by a class of political economists that the colonies are a source of pecuniary loss to England, and that she might profitably abandon them altogether; but your petitioners have too much confidence in the wisdom of Your Majesty's Government to suppose that such sentiments are shared in by them, or that even were the proposition to be true, they would draw the same precipitate conclusion from it.

"In nations there are interests infinitely transcending those of a mere pecuniary nature, and your petitioners would regard the integrity of the British dominions, the preservation of Britain's political power and influence as cheaply purchased by any pecuniary loss the colonies may occasion her.

"It is in this belief, and with the desire to avert the dismemberment of the empire, so far, at least, as Canada is concerned, that your petitioners at this time approach Your Majesty. They do not seek the restoration of the old system of protection; on the contrary, they have no objection to the utmost freedom of trade, compatable with the safety of the ties subsisting between this colony and the mother country; but, having respectfully shown how that connexion must be endangered when the measures of Sir Robert Peel take full effect, they will briefly point out those remedial measures which, in their opinion, would avert the evil, and continue to attach this province to England by the chains of interest, as well as of affection, and duty."

We have already stated that we do not think the country generally participates with the Council of the Board of Trade in such sentiments, and we are at a loss to know on what evidence they found their assertions. Moreover, we consider it but little calculated to raise the Board of Trade or the people of Canada in the opinion of our Most Gracious Sovereign the Queen and the people of the mother country to allow the sentiment to go forth uncontradicted, that our loyalty to the Queen, and our attachment to British institutions and connexion depend on the mother country taking what we would consider a retrograde step in the development of her new commercial policy. We trust the loyalty of the province depends on something loftier than a mercenary motive.

III. We now come to the consideration of the remedial measures suggested by the Council; and we take up, first, their recommendation of "the enactment of a moderate fixed duty, say not less than 5*s.* per quarter, on foreign wheat; colonial to be admitted free."

The Council support that suggestion with the following reasons:—

"1stly.—It would be no violation of the new fiscal principles of the English Government, inasmuch as such a duty as that prayed for would simply be a tax for revenue, and your petitioners see no reason why grain should not be moderately taxed as well as any other commodity.

"2ndly.—Your petitioners are of opinion, from practical observation, that such a duty would not come out of the pocket of the consumer, but out of that of the producer; that it would not, in the general course of things, add to the price of breadstuffs in England, but would reduce the price of breadstuffs in the markets of foreign countries.

"3rdly.—Such a moderate fixed duty on foreign grain would increase the revenue of the country, on the average, by about a million sterling, which, as it would not come out of the pocket of the consumer, would be a great national gain, combining a most seasonable relief to the country in its present financial position, with other advantages of, perhaps, even paramount consideration.

"4thly.—A duty of this kind in favour of Canada would preserve the trade of the St. Lawrence, add to the revenue derivable from the provincial canals, diffuse universal satisfaction throughout the colony, and, what, in the opinion of your petitioners, is all important, would continue to attach Canada to the mother country, thus perpetuating the present connexion and preserving inviolate the British dominions."

From most of these reasons we totally dissent. So far from not being a violation of the new fiscal principles of the English Government, we conceive that a fixed duty of 5*s.* per quarter on foreign, and a nominal duty of 1*s.* per quarter on colonial grain, would be a direct and palpable violation of such principles, and one which, as colonists, we have no right to petition for. We are equally at variance with the Council respecting the doctrine, "that such a duty would not come out of the pocket of the consumer, but out of that of the producer; that it would not, in the general course of things, add to the price of breadstuffs in England, but would reduce the price of breadstuffs in the markets of foreign countries." Such reasoning we hold to be utterly fallacious and unfounded. We hold that no principle is better founded than that, "in the general course of things," taxes fall upon the consumer, and not upon the producer; and hence that, "in the general course of things" (admitting of, we may allow, occasional temporary exceptions), such duty would add to the price of breadstuffs in England, instead of reducing it in the markets of foreign countries.

Moreover, besides being unsound in doctrine, and injudicious and ill-timed, as tending to divert the public mind from the only true practical remedy for the present depressed state of our trade and commerce, the petition is, in our humble judgment, conceived in error, as we hold it to be totally beyond the jurisdiction of the Council of the Board of Trade, or of the people of this province, to petition the mother country to impose taxes on the population of the United Kingdom for the purpose of promoting the interests of a dependent section of the empire. And entertaining these convictions, we beg to say that we cannot agree with the Council of the Board of Trade in recommending the enactment of "a duty of this kind in favour of Canada."

On the contrary, we conceive that all that we have a right to ask of the mother country is to repeal the navigation laws, so far as they relate to Canada, and to throw open the St. Lawrence to the navigation of the vessels of all nations, from which measures alone, coupled with

our own energy and enterprise, we feel confident of being able to secure all that the Council of the Board of Trade expect to acquire from the re-enactment of a tax upon the bread of the people of the United Kingdom. The prompt concession of that great remedial measure, to which we consider we have a just claim, would enable us, in our humble opinion (in the words of the Council), "to preserve the trade of the St. Lawrence; to add to the revenue derivable from the provincial canals; to diffuse universal satisfaction throughout the colony; and to continue to attach Canada to the mother country—thus perpetuating the present connexion, and preserving inviolate the British dominions;" and beyond that, we beg to add, we do not think that we have any reasonable claim upon the justice of the mother country, and least of all to petition her to place a tax upon the food of her population for our especial benefit!

For these reasons, as well as others that might be urged, we beg to inform you that, saving only as respects "the repeal of the navigation laws as they relate to Canada, and the throwing open the navigation of the St. Lawrence," we dissent entirely from the spirit, and dispute most of the details of the petition adopted by the Council on the 11th instant, and we beg that our protest may be duly entered on the minutes.

We have the honour to be, Sir,
Your most obedient humble servants,

John Young,	L. H. Holton,
Benj. Holmes,	Jno. Glass,
Louis Boyer,	Austin Cuvillier,
Chas. Wilson,	Hy. Starnes,
W. B. Cumming,	J. Esdaile,
D. Lorn Macdougall,	William Workman,
Francis Noad.	

Members of the Board of Trade of Montreal.

(No. 4.) No. 3.

No. 3.
Answered Jan. 26, 1849, No. 317.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
January 4, 1849.

My Lord, (*Received January* 23, 1849.)

I have the honour to transmit herewith a petition to Her Majesty the Queen from the inhabitants of Montreal, adopted at a public meeting, and numerously and respectably signed, for the repeal or modification of the Navigation Laws of the United Kingdom, and I have to request that your Lordship will be pleased to lay it at the foot of the Throne.

I enclose likewise petitions, similarly adopted and signed, for presentation to the two Houses of Parliament.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 3.

Encl. in No. 3.

To Her Most Gracious Majesty the Queen.

The Petition of the Citizens of Montreal.

Humbly showeth,

That your petitioners, aware of the gracious consideration which Your Majesty is disposed at all times to bestow on matters deeply affecting the interests and welfare of Your Majesty's Canadian subjects, humbly beg again to bring before Your Majesty the subject of the British Navigation Laws, as far as they affect this province.

That a public meeting was held in the city of Montreal on the 13th of June last, at which certain resolutions were adopted on the above subject, and whith were subsequently embodied in an humble petition addressed to Your Majesty.

That the postponing, during the last Session of the Imperial Parliament, of the measures calculated to remedy the evils of which your petitioners respectfully complain, has caused the inhabitants of the said city of Montreal to resume the consideration of a subject of such vital importance; and that, at another meeting held on the 27th day of November last, the substance of the former resolutions and petitions was again adopted and confirmed.

That your petitioners, fully concurring in the views expressed at the said meeting, humbly beg to represent to Your Majesty that, inasmuch as the mother country has seen fit to abandon her protective policy, and has in consequence deprived this colony of many of the advantages formerly enjoyed in the markets of the United Kingdom (advantages, the loss of which they deeply regret, and which cannot be fully compensated even by a change in the Navigation

CANADA.

Laws as they regard Canada); and as the restrictions imposed upon them by these laws, and the partial closing of the St. Lawrence against foreign vessels, prove in their effects most detrimental to the commerce and to the essential interests of the province; it is, therefore, the opinion of your petitioners that the people of this colony have a just claim upon the mother country to be relieved from those onerous restrictions.

That your petitioners, from further experience, acquired in the season just closed, see the most powerful reasons to reiterate, what was urged by their fellow citizens at the public meetings already referred to, that there is the strongest ground for apprehension, should the British Navigation Laws (as far as they affect this province) continue in force after the protection to Canadian grain and flour in Great Britain is withdrawn, that the bulk of the produce, both of the Western States and of Canada West, will be sent to ports of the United States for shipment, notwithstanding the superior advantages in economy of transport which the internal communications of Canada possess, but which are fully counterbalanced by the greater cheapness of ocean freight in the United States, and that the Navigation Laws will thus be rendered inoperative as regards their main object, that of protection to British shipping, whilst they will exercise a most baneful influence alike over the portion of our revenue derived from public works, and over the interests of every individual connected with the trade and commerce of the country.

That your petitioners have duly considered the Bill "to amend the Laws in force for the encouragement of British Shipping and Navigation," prepared and brought into the House of Commons by Mr. Bernal, Mr. Labouchere, and Lord John Russell, and ordered to be printed on the 16th August last; and, although they desire to refrain from expressing any opinion upon the merits of the Bill, so far as they affect the general interests of the empire, yet conceiving that it fully meets the wants and just claims of this province, inasmuch as it proposes to leave them free to employ foreign or British vessels at their option in their commerce with the United Kingdom and other nations, and to concede to the Provincial Legislature the power to regulate the coasting trade and inland navigation, as it may deem most for the general good, hail the measure with the liveliest satisfaction, and declare their earnest hope that nothing will occur to prevent its being enacted, and becoming operative at the earliest possible day after the next meeting of the Imperial Parliament, and trust that the urgency of their case will be duly appreciated by Your Majesty's Government; your petitioners being convinced that the provisions of the Bill, so far as they relate to Canada, are indispensable for the restoration of prosperity to this colony.

Wherefore your petitioners humbly pray that Your Most Gracious Majesty will be pleased to take the foregoing into Your Majesty's earnest consideration, in order that the concession claimed, which your petitioners anxiously look for, and consider themselves justly entitled to, may be granted and made available to them on the opening of the navigation of the St. Lawrence in the spring of the ensuing year.

And your petitioners, as in duty bound, will ever pray.

(Signed) A. N. Morin,
Speaker, Legislative Assembly;

(Signed) Jos. Brudset, Mayor.

Peter M'Gill,
President, Montreal Board of Trade;

Montreal, December 18, 1848.

and 2447 other signatures.

Similar petitions addressed to the two Houses of the Imperial Parliament.

(No. 8.)

No. 4.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
January 14, 1849.

My Lord,

(*Received February* 5, 1849.)

I have the honour to transmit herewith a petition to Her Majesty the Queen, from the Hamilton Board of Trade for the repeal or modification of the Navigation Laws, as far as they relate to Canada; and I have to request that your Lordship will be pleased to lay it at the foot of the Throne.

I enclose likewise similar petitions for presentation to the two Houses of the Imperial Parliament.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 4.

To the Queen's Most Excellent Majesty in Council.

The Petition of the Board of Trade of Hamilton, Canada West,

Humbly showeth,

That your petitioners submit, with the most profound respect, that inasmuch as the Imperial Authorities have deemed it advisable to abandon their protective policy, and have, in

consequence, deprived Canada of the many advantages formerly enjoyed in the markets of the United Kingdom, they have a just claim for relief.

That your petitioners are of opinion that there exists much ground for apprehension that should the Navigation Laws (so far as they affect Canada) continue in force, after all protection to Canadian grain and flour is withdrawn, that the bulk of the produce, both of the Western States of America and of Canada West, will be sent to the ports of the United States for shipment, notwithstanding the superior advantages in economy of transport which the internal communications of Canada possess, but which are counterbalanced by the greater cheapness of ocean freight in the United States of America, thus preventing the raising of a sufficient revenue from the extensive public works, constructed with funds obtained partly under the guarantee of the Imperial Government, and injuring seriously the commerce of Canada, without affording the slightest protection to British shipping.

That the portion relating to Canada, in a Bill "to amend the Laws in force for the encouragement of British Shipping and Navigation," brought into the House of Commons of the United Kingdom, on the 16th of August last, by the Right Hon. Lord John Russell, Mr. Bernal, and Mr. Labouchere, meets the views of your petitioners, inasmuch as it proposes to leave the merchants of Canada at liberty to employ such vessels as may offer, in their commerce with Great Britain and other nations, and concedes to the Provincial Legislature of Canada the power to regulate the coasting trade and inland navigation of the province, subject to your Majesty's Orders in Council.

Wherefore Your petitioners humbly pray Your Majesty to act in the premises as you, in your Royal wisdom, may deem proper.

And your petitioners, as in duty bound, will ever pray, &c.

(Signed) ARCH. KERR, V. P.
W. P. M'LAREN.
Hamilton, January 4, 1849. J. T. BROUDGUOT, Secretary.

Similar petitions addressed to the two Houses of the Imperial Parliament.

(No. 13.) No. 5. No. 5.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
January 18, 1849.

MY LORD, (*Received February* 5, 1849.)

I HAVE the honour to transmit, for your information, the copy of a letter addressed to Mr. Hincks, the Inspector-General of this Province, showing the results of the efforts made during the past season by a most respectable and enterprising mercantile house in this city to open a trade with the far West for the introduction, by the route of the St. Lawrence, of various articles which have hitherto been supplied exclusively through the Mississippi or the Erie Canal. Your Lordship will not fail to observe how formidable an obstacle the existing Navigation Laws oppose to the establishment of a trade which is calculated to prove so beneficial both to Canada and the mother country.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 5.

Encl. in No. 5.

DEAR SIR, Montreal, December 28, 1848.

WE would now redeem the promise made you by our Mr. Young, and proceed to possess you of the facts attending our efforts during the past season to open a trade with the far West for the introduction by the route of the St. Lawrence of various articles which have hitherto been supplied exclusively through the Mississippi or the Erie Canal from New York.

Wishing practically to prove the capability of our canal improvements, we chartered two of our largest propellers, the "Ireland" and "Free Trader," and purchased several thousand minots of Irica salt, which we obtained at 25 cents per minot of 80 pounds; and not only tested the ability of opening the trade between Quebec and Chicago, but demonstrated the difference of the cost of transport between the St. Lawrence and the New York route to be in favour of Canada; the freight of salt upwards being only 12½ cents per minot, and the vessels loading downwards at the rate of 18 cents per bushel of wheat and corn.

This first adventure being undertaken more with a view to giving notoriety to the new route and calling the attention of the people of Illinois and Ohio to its being the cheapest as an outlet for their products, we offered the salt to a correspondent at Chicago for a commission of 5 per cent. on the invoice, which was accepted; and we have understood they were well pleased with their bargain, as we shortly after received orders from other parties for large quantities, which, unfortunately, we could not procure in our limited market.

CANADA.

By way of trial also, we sent up a parcel of No. 2 mackerel, and a lot of cod-fish and cod-oil, the products of Nova Scotia and Newfoundland, with which provinces we were always of opinion a western direct trade could be opened; these articles were sold immediately on arrival at rates which after paying freights, commission, duties, and insurance, yielded a profit of 15 per cent.

At our instance, Mr. Anderson of this city sent a lot of crates of crockery, with the result of which he was so satisfied as to have determined to prepare in England, with a view to the western market, a large invoice of such wares for next year.

The Customs Department at Chicago charged on these goods 10 per cent. duties, over and above what is charged at New York, but on representation through our Government here, the matter was promptly and satisfactorily arranged with the authorities in the United States; and now the same duties are levied at the inland ports as would be levied in New York.

Since the time referred to above, we shipped to Cleveland, Toledo, and Chicago, 1240 barrels of mackerel, part of which have been sent to St. Louis on the Missouri river by the canal which connects the Illinois river with Chicago, and the whole, we believe, will result as satisfactorily as the first sent.

The propellers which took up the salt loaded back with Indian-corn, and although we laid it down here at a cost considerably less than it could have been carried to New York, yet the freight from this to Britain or Ireland being much higher than to the same parts from New York, we were compelled to sell here, and on Lake Champlain where we sent a portion, thus testing our ability to supply Vermont on cheaper terms *viâ* Montreal than they could obtain same articles *viâ* Albany; we made a profit it is true on the corn, but not sufficient to induce us to continue to import extensively, until the duties now levied under the Agricultural Protection Bill are repealed.

After successfully testing our opinion in respect to supplying the Western States with a description of salt necessary for packing purposes, we wrote our friends, Fairbanks and Allison, of Halifax, who on our suggestion loaded one of their vessels, the "Commerce," at Turks Island with salt, which cost there 10 cents per bushel of 72 lbs., which on arrival we might have sold here at 1*s.* 6*d.* per 80 lbs., which would have paid the vessel well, but we determined, though late in October, to send the salt to Chicago, where such quality is wanted for putting up beef and pork for the English market; we did so, and forwarded also a considerable quantity of cod fish, dried, from Newfoundland; and we are glad to say the salt was eagerly purchased at 50 cents per 56 lbs., which leaves a profit of 20 cents on 80 lbs.; and the fish, which cost 11*s.* per 112 lbs., was sold for four dollars and a half per 100 lbs.; so that from these facts we have no doubt that a profitable trade with the West by this route will grow up; and just in proportion as we can supply up-freights, down-freights will be made cheaper.

We have now an order for 250 tons of Scotch pig iron for Chicago, and doubt not that large quantities will be required at the different American ports on the western lakes, the coming season; but we find our hands completely tied, and our efforts paralyzed by the operation of these obnoxious Navigation Laws; but for them we should unquestionably be able to supply Upper Canada with all the products of the West Indies on cheaper terms than now that section of the province is supplied from New York, and we should be able to send our own products not only to our own, but to foreign West India Islands, where large quantities of staves, heading-hoops, &c., for the sugar and molasses trade, are annually sent by our neighbours, and we have latterly brought in from the State of Maine samples of what are called shooks; that is, such articles put up in compact and portable form, and solicited tenders from owners of saw-mills, and coopers to supply such here, and we find we can supply and ship all the articles required for that trade, cheaper than the same articles can be shipped from Maine or Massachusetts to the West Indies.

Last fall we sent orders to Cuba for three cargoes of sugar and molasses, provided prices came within our limit; such was the case; but no British vessel could be found to load for Montreal. Americans could be found in abundance ready to load on terms nearly as low as for New York, but then, thanks to our Navigation Laws, could not come up our river with foreign produce; well, our sugars and molasses go to New York there to pay a transit duty (small though it be), and to be subjected to all the costs and delays of an inland communication through the United States to Canada; the result is, that Canadians pay dearer than if the Navigation Laws did not exist, as now they stand, for their sugar, but we cannot see what benefit is conferred upon the British shipowner by the restriction.

We are, &c,

The Hon. Francis Hincks. (Signed) HOLMES, YOUNG, and KNAPP.
&c. &c.

Despatch from the Secretary of State.

(No. 317.) No. 1. No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, January 26, 1849.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, No. 4, of the 4th of January, transmitting a petition to the Queen from the inhabitants of Montreal, praying for the repeal or modification of the Navigation Laws of the United Kingdom, together with two similar petitions for presentation to the two Houses of Parliament. Page 9.

I have to request your Lordship to acquaint the petitioners that I have laid their petition before the Queen, and have received Her Majesty's commands to announce to them the intention of Her Majesty's servants to recommend to Parliament a measure to effect the object of which they are desirous.

Your Lordship will also inform the petitioners that the necessary steps will be taken for laying the petitions before both Houses of Parliament early in the approaching Session.

I have, &c,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

LONDON:
Printed by William Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

FURTHER CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT,

UPON THE OPERATION OF THE NAVIGATION LAWS.

In continuation of the Papers presented to both Houses of Parliament by Command, July 1848, *and February and* 2nd *March* 1849.

Presented to both Houses of Parliament by Command of Her Majesty,

9TH MARCH 1849.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCHES FROM THE RIGHT HONORABLE THE EARL OF ELGIN, GOVERNOR-GENERAL OF CANADA.

No. in Series.	Date.	No. of Despatch.	SUBJECT.	Page
	1849.			
1	9 Feb.	22	With Petition to Her Majesty, praying for the Repeal of the Navigation Laws, from the Inhabitants of the County of Leeds, Canada West	3
2	11 Feb.	24	Petition to Her Majesty from 53 Members of Quebec Board of Trade, dissenting from the Petition for the Repeal of the Navigation Laws, inclosed in Lord Elgin's Despatch, No. 77, of the 13th July last	4
3	12 Feb.	25	With Copies of Address to Her Majesty, and Resolutions adopted by Inhabitants at a Public Meeting at Hamilton, on the subject of Trade and Navigation	5

FURTHER CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT.

UPON

THE OPERATION OF THE NAVIGATION LAWS.

(No. 22.) No. 1. CANADA. No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
February 9, 1849.

MY LORD, (*Received March* 7, 1849.)

I HAVE the honour to transmit herewith a petition to Her Majesty the Queen, praying for the repeal of the Navigation Laws, from the inhabitants of the county of Leeds, district of Johnstown, Canada West.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 1. Encl. in No. 1.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

MOST GRACIOUS SOVEREIGN,

WE, your Majesty's dutiful and loyal subjects, inhabitants of the county of Leeds, in the district of Johnstown, and province of Canada, beg most respectfully to approach your Majesty from this distant portion of Your Majesiy's empire, and humbly to present the grievance of which your petitioners complain, and which is as follows.

That we deeply feel that the British Navigation Laws, and the laws affecting the navigation of the St. Lawrence, are peculiarly burthensome and detrimental to the agricultural and commercial interests of the province.

That so long as the products of Canada were largely protected in the markets of Great Britain the privileges conceded by the Navigation Laws to the shipping interests were not made a subject of complaint by us; but now that the Imperial Government has reduced the protection to a mere fragment, which in a few months will be wholly withdrawn, we humbly conceive that justice would seem to demand that the restrictions imposed by these laws should at once be removed.

We can assure Your Majesty that the evils resulting from these laws are severely felt by us during the present autumn: that while produce is ranging at high and remunerative rates in the British markets, the prices paid for the same in Montreal are so extremely low as not to afford us the expense of producing.

This state of depession is owing, in a great measure, to the exorbitant freights charged by the vessels which convey our produce to Britain; and we feel assured it will continue as long as there is no greater competition allowed in our carrying trade.

It appears evident to your petitioners that the St. Lawrence was designed by nature as the great highway for the surplus produce of Your Majesty's Canadian possessions, as well as that of a large portion of the American States bordering on the Great Lakes.

The colonial Government taking this view has already expended large sums in the construction of canals along the line of the St. Lawrence, and have completed an uninterrupted chain of communication from the Atlantic Ocean to the Great Western Lakes.

But, notwithstanding the great natural advantages which this channel offers over all others, for the carrying trade of the Great West, the restrictions imposed by these laws has turned the greater portion of the trade through other artificial channels, by way of Oswego and Buffalo, to

CANADA.

New York, for shipment to Great Britain; and while our canals are at present paying but little more than the expense of attending them, we believe that under wise and liberal laws, they would be made the source of great revenue, even beyond the expectations of the most sanguine.

We do not wish, unnecessarily, to obtrude our complaints on the attention of Your Majesty, but being, mostly, agriculturists, we deeply feel the evils under which we labour, in consequence of these laws, and humbly pray that Your Majesty will be graciously pleased to take the subject into Your Majesty's serious consideration, and to grant such relief in the premises as to Your wisdom may seem meet, and your petitioners, as in duty bound, will ever pray.

Farmersville, November 29, 1848.

[1451 signatures.]

No. 2. (No. 24. No. 2.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
February 11, 1849,
(*Received March* 7, 1849.)

My Lord,

I have the honour to transmit to your Lordship herewith, a petition to Her Majesty the Queen, signed by 53 members of the Quebec Board of Trade, stating that the petition from that body for the repeal of the Navigation Laws, which was enclosed in my Despatch, No. 77,* of the 13th June last, does not represent the sentiments of the majority of the present members.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 2.

Enclosure in No. 2.

To the Queen's Most Excellent Majesty.

The Petition of the undersigned Members of the Board of Trade of Quebec.

Humbly Showeth,

That the corporation consists of 89 members, of whom 17 are absent from the province.

That this petition is signed by 53 members thereof, being a large majority of that body.

That the petition to Your Majesty from their Council bearing date the 13th of June last, praying for an alteration in the Navigation Laws, does not represent the sentiments of your present petitioners, because they deem it incompatible for colonists seeking protection to ask for the abrogation of a law, which may severely injure the shipping interests of the mother country and the colonists, and endanger the withdrawal of the protection they now enjoy on their timber, without which they cannot successfully compete with foreigners.

That immense sums of money have been expended in improving the navigation of the St. Lawrence, so that vessels carrying 5000 barrels can now bring their cargoes to Quebec from the extremity of the Western Lakes without breaking bulk. That this enormous outlay, and the advantages resulting from it, will become of no avail if resort is not again had to protection, as from the intricate navigation of the river below Quebec, its distance from other markets, and the long period during which it is closed in winter, render it impossible either for Quebec or Montreal to compete with the Atlantic ports; and your petitioners conceive they cannot adduce a better proof of this than by contrasting the present market rate for superfine flour in New York with that in Montreal. In the former it is worth 5·75 dollars, equal (at the true par of exchange, viz., within a fraction of 2 per cent. premium), to 29*s.* 3*d.* currency per barrel, whilst at the latter it only commands 24*s.* A part of this difference no doubt must be ascribed to the port of Montreal being now closed, but a still greater proportion to the fact, that after the 1st of February next, all grain and flour, whether from a colonial or foreign port, will be admitted into the United Kingdom on the same terms. And your petitioners feel confident, that so long as this continues, flour will always command in New York at least 2*s.* 6*d.* per barrel more than in Montreal, whereas a permanent duty of 8*s.* per quarter on wheat, and 5*s.* per barrel on flour, would ensure the carrying trade of the whole of the produce from the Western country in British bottoms, and at the same time tend immensely to increase the consumption of British manufactures throughout the province.

Your petitioners hail with grateful feelings the liberal overtures made to the Legislature for the construction of a railroad from hence to Halifax, a measure they conceive deeply calculated to maintain the connexion with the mother country, and fraught with the greatest advantages to the inhabitants of these provinces.

---

* In series presented July 1848, page 13.

Wherefore your petitioners humbly pray that Your Majesty will be pleased to take the premises into your favourable consideration, and recommend to Parliament such measures in relation thereto as in your wisdom may seem meet.

And as in duty bound, your petitioners will ever pray.

(Signed) H. Le Mesurier, Vice-President,
and by 52 other Members.

Quebec, January 27, 1849.

(No. 25.) No. 3. No. 3.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government-House, Montreal,
February 12, 1849.
(*Received March* 7, 1849.

My Lord,

I have the honour to transmit to your Lordship, for the purpose of being laid at the foot of the throne, an Address to Her Majesty the Queen, and copies of resolutions adopted at a public meeting of the inhabitants of Hamilton, on the subject of Trade and Navigation of this province.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure 1 in No. 3. Encl. 1 in No. 3.

To the Queen's Most Excellent Majesty.

Most Gracious Sovereign,

We, Your Majesty's dutiful and loyal subjects, the inhabitants of the city of Hamilton, in the province of Canada, in public meeting assembled, most humbly beg leave to approach Your Majesty with renewed expressions of our devoted attachment to Your Majesty's Person and Government.

We most humbly beg leave to represent to Your Majesty, that, as it appears it is the intention of Your Majesty's Government to introduce an important alteration in the commercial policy of the empire by the abrogation of the Navigation Laws which at present exist, and also that the inhabitants of Your Majesty's province of Canada are desirous that such a change should take place, in so far as the navigation of the lakes and rivers of this province are concerned.

We most humbly beg leave to assure Your Majesty, that the inhabitants of this city do not participate in these sentiments, and that, after full and careful deliberation, they have decded on approaching Your Majesty with an expression of their confidence in the wisdom of Your Majesty's Government to deal with this important question as may be for the interests and benefit of the empire at large.

We would, however, most humbly represent to Your Majesty, that the adoption of a commercial system of free trade with foreign countries will operate onerously upon Your Majesty's loyal inhabitants of this province, by removing from them that protection for their staple products which they have heretofore enjoyed in the home markets, and cause them to contend with a foreign nation whose proximity to the ocean, and the stringent enactments of their own Government enable them to compete advantageously with Your Majesty's transatlantic subjects in the markets of the empire.

We would most humbly beg leave to inform Your Majesty, that the protest made in Your Majesty's House of Lords on the third reading of the Bill to repeal the Corn Laws, meets our full concurrence inasmuch as it sets forth the disadvantages under which Your Majesty's Canadian subjects must labour, and the difficulties they will experience in keeping faith with their creditors, for the construction of vast public works, which will be rendered partially useless by the withdrawal of that protection with which our agricultural products have heretofore been favoured in the British markets.

We beg further most humbly to assure Your Majesty of a hearty welcome to our industrious fellow subjects who may arrive in this important colony from the parent state, and that the encouragement of a healthy system of emigration, and the means of affording immediate employment to emigrants on their arrival amongst us, would prove materially beneficial to Your Majesty's loyal subjects in this colony and at home, by opening a boundless extent of fertile territory to the immigrant, and enable the colonists to construct such works as would develope the resources of the province, and ensure happy homes and contentment to thousands of Your Majesty's subjects who are at present unable to procure employment or the means of subsistence in the mother country.

CANADA.

We would further most humbly solicit Your Majesty to take into Your Majesty's gracious consideration the difficulties under which Your Majesty's Canadian subjects labour through the withdrawal of the protection which the staple productions of the colony have hitherto enjoyed over foreign grain in the home markets; which difficulties have materially retarded the advancement of this portion of Your Majesty's empire, operated detrimentally upon the vast public works which have been constructed through the paternal care and assistance of Your Majesty's Government, and to a great extent diverted the trade of the colony through the neighbouring Republic, thereby decreasing the revenue of the province, and affording advantages to foreigners in which Your Majesty's subjects cannot participate.

We would most humbly represent to Your Majesty that such a policy is calculated to operate injuriously on the manufacturer and artisan of the empire, as well as on all classes of the colonial community. We therefore humbly pray that Your Majesty will be graciously pleased to extend to colonial produce such protection as may seem to Your Majesty just and proper, and to adopt, if not inconsistent with Your royal pleasure, such a commercial policy as will promote the general interests throughout Your Majesty's extended dominions, and prevent foreigners from enjoying a trade which, in our humble opinion, should be confined to and participated in by those who have the happiness of living under the parental sway of Your Majesty.

All which Your Majesty's faithful subjects, the inhabitants of the city of Hamilton, pray Your Majesty graciously to receive.

(Signed) GEO. S. TIFFANY, Chairman.

Dated at the City of Hamilton, Canada West,
this 22d day of January, 1849.

Encl. 2 in No. 3.

Enclosure 2 in No. 3.

At an adjourned meeting held in the City of Hamilton, on the 8th day of January, 1849, to take into consideration the subject of the Navigation Laws,

His Worship the MAYOR in the Chair,
M. W. BROWNE, Esq., Secretary,

The following Resolutions were adopted:—

1. Moved by Sir Allan Macnab, and seconded by Michael Aikman—

That this meeting is of opinion that, inasmuch as the mother Country has seen fit to abandon her protective policy, and has in consequence deprived this colony of many advantages formerly enjoyed in the markets of the United Kingdom, advantages, the loss of which we deeply deplore, and which we consider cannot be fully compensated, even by a change in the Navigation Laws, as they regard Canada; that, therefore, it is the opinion of this meeting, that an humble Address be transmitted to Her Majesty, praying that she will take into Her earnest consideration the propriety of abandoning this ruinous free trade policy, and of adopting a system of mutual reciprocity and protection between the Colonies and the Parent State, which will prevent foreigners from competing with British subjects in their own waters, to the serious injury of Colonial shipping, and without any counterbalancing advantage to any class of our own community.

2. Moved by Jasper T. Gilkison, seconded by Colonel Servos—

That, in the opinion of this meeting, the abandonment of the Navigation Laws, so far as Canada is concerned, would prove most disastrous to its prosperity, by compelling its enterprising inhabitants to compete with foreigners, whose resources, experience, proximity to our ports, and the restrictive policy of their own Government, give them an immense superiority over us, enabling them, whilst they exclude our shipping from the navigation of their waters, to possess themselves of our carrying trade, and take the proceeds out of the country, to which it will never return; that such a policy would prove destructive to Canadian and British shipowners, depriving them of legitimate return for their capital, and eventually adding that capital to the wealth of a rival nation.

3. Moved by Mr. L. Distin, seconded by John Fisher—

That, inasmuch as labour is the true wealth of a country, and the sole producer of capital, any measure which is calculated to transfer that capital from a country, detracts from its wealth, and confers it upon strangers. By this means foreign labour will raise the produce out of foreign soils to supply the British markets; foreign labour will build the ships to transport that produce to market, and foreign labour will throw into Canada every article of consumption or of trade, which we either raise or manufacture, to the injury of our agricultural population, and the total annihilation of our manufacturing and shipping interests.

4. Moved by John O. Hutt, seconded by Peter Gage—

That this meeting fully and cordially concurs in the protest made in the House of Lords on the third reading of the Bill for the repeal of the Corn Laws, which was as follows:—"Because the removal of differential duties in favour of Canadian corn is at variance with the legislative encouragement held out to that colony by Parliament, on the faith of which the colonists have laid out large sums on the improvement of their internal navigation; and because the removal of protection will divert the traffic of the interior from the St. Lawrence and the British ports

of Montreal and Quebec to the foreign port of New York, thus throwing out of employment a large amount of British shipping, severing the commercial interests of Canada from those of the Parent Country, and connecting those interests most intimately with the United States of America.

5. Moved by R. Inson, seconded by W. A. Harvey—

That, in the opinion of this meeting, a respectful but firm representation should be made to the Home Government of the injuries we have already suffered from the partial repeal of the Corn Laws, and praying, that instead of making further concessions for the benefit of foreigners, such a policy should be adopted as would draw still closer the connexion between this colony and the Parent State, and tend to the prosperity and advancement of both.

6. Moved by W. Atkinson, seconded by Jas. Reid—

That, in the opinion of this meeting, the adoption of such a policy as is contemplated in the preceding resolution, the encouragement of emigration, and the means of affording employment on public works to labourers on their arrival in the province, would open up an immense extent of fruitful country, ensure happy homes and a comfortable subsistence to the starving thousands of our father-land, enable our agriculturists to dispose of their produce in the best market, create an extensive demand for British manufactures, and thus prove mutually beneficial to the empire and the colony.

7. Moved by Colin D. Reid, seconded by A. Logie—

That a humble address to Her Majesty, based upon the foregoing resolutions be prepared, and that Messrs. J. T. Gilkison, and R. R. Smiley be a committee to frame the same; that it be signed by the Chairman in behalf of this meeting; and that the same, together with a copy of the resolutions, be taken charge of by the member for this city, to be presented by him to his Excellency the Governor-General, with a request that his Excellency will be pleased to transmit the same to Her Majesty.

LONDON:
Printed by W. Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

FURTHER CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT,

UPON THE OPERATION OF THE NAVIGATION LAWS.

In continuation of the Papers presented to both Houses of Parliament by Command, July 1848, *and February* 1849.

Presented to both Houses of Parliament by Command of Her Majesty,

MARCH 1849.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

SCHEDULE.

DESPATCH FROM THE GOVERNOR-GENERAL.

No. in Series.	Date.	No. of Despatch.	SUBJECT.	Page
	1849.			
1	30 Jan.	18	Address from the Legislative Council and Assembly to Her Majesty on the subject of the Repeal of the Navigation Laws .	3

DESPATCH FROM THE SECRETARY OF STATE.

1	23 Feb.	335	Acknowledging the Address from the Legislative Council and Assembly; it has been laid before Her Majesty, who has received it very graciously	6

FURTHER CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT UPON THE NAVIGATION LAWS.

Despatch from Governor-General the Earl of Elgin and Kincardine.

CANADA,
No. 1.

(No. 18.) No. 1.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, Jan. 30, 1849.

My Lord, (*Received February* 20, 1849.)

I have the honour to transmit herewith a joint address from the Legislative Council and Assembly to Her Majesty the Queen on the subject of the Navigation Laws, which I would request your Lordship to lay at the foot of the Throne.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 1. Encl. 1 in No. 1.

To the Queen's Most Excellent Majesty.

Most Gracious Sovereign,

We, Your Majesty's most dutiful and loyal subjects, the Legislative Council and Commons of Canada in Provincial Parliament assembled, humbly approach Your Majesty for the purpose of assuring Your Majesty of the devoted loyalty of the people of this province, and of their sincere attachment to Your Majesty's Person and Government, and we beg to represent to Your Majesty that we feel it to be a duty incumbent upon us to take the earliest opportunity to assure Your Majesty that the sentiments of the people of this province on the subject of the repeal of the British Navigation Laws, which were expressed to Your Majesty in a joint Address from the two Houses of the Provincial Parliament in the month of July, One thousand eight hundred and forty-seven, remain unchanged; that delay in removing the present restrictions on the employment of foreign shipping, would, in our opinion, be highly injurious to the carrying trade of the St. Lawrence; that, in order to secure this trade, the province, relying on the continuance of the protection which was then enjoyed by colonial products in the markets of Great Britain, incurred a large debt for the construction of a line of ship canals, by means of which the cost of inland transport has been very materially reduced; that owing to the difficulties attending the navigation of the St. Lawrence, the greater length of the voyage, and the higher rates of insurance, freights are likely at all times to range higher at Quebec than at New York, but the practical effect of the Navigation Laws is not only to prevent the possibility of a fair competition between the two routes, but actually to give direct encouragement to American shipping, not only through the canals of the state of New York, but at the sea-ports of the United States; that at the sea-ports of the United States, shipping can generally be procured to carry any quantity of produce that may be offered without a material increase of freight, but that even in case of scarcity, as the navigation is open throughout the year, foreign shipping can readily be procured in Europe at fair remunerative rates of freight, and without serious inconvenience or loss of time; that at Quebec, on the other hand, the exporter is compelled to rely on the regular traders to the port, so that when an unusual accumulation of produce takes place,

For Address, July, 1847, *vide* Appendix to Minutes of Evidence taken before the Select Committee of the House of Lords on the Navigation Laws, Session 1847-8, No. 51, page 946.

CANADA.

vessels cannot be procured, and freights immediately rise to most exorbitant rates; that no means exist of engaging British shipping to meet the sudden demands which the nature of the trade causes, as such shipping is seldom to be met with at American ports, unless under specific orders, or the engagements of a charter; that the early closing of the navigation of the St. Lawrence renders it difficult, if not impossible, to obtain shipping from England to supply the sudden demands which, from the nature of the trade, are constantly arising, and which could readily be supplied at the American sea-ports, whence vessels would at any time come round to the St. Lawrence if assured of remunerative freights; that the uncertainty which at all times prevails as to the route by which the products of the West will be transported to the sea-board, must operate to prevent British vessels coming to the St. Lawrence in sufficient numbers to ensure moderate freights during the shipping season, while the scarcity of shipping, and the immediate rise of freights to England whenever a large supply of products is sent by the St. Lawrence, has the effect of diverting those products through the Erie canal to New York.

We beg further to represent to Your Majesty, that the Navigation Laws have likewise had a most injurious influence on the import trade of the province; that it has not unfrequently happened that Canadian importers of sugars, being unable to procure British vessels on any terms at Havana and other foreign ports, have been compelled to import their cargoes in American bottoms to New York, and thence through the American canals to Canada, when, but for the restrictions imposed by the Navigation Laws, they would have imported them by the St. Lawrence in foreign bottoms, which could have been readily procured.

We have observed with much satisfaction that a Bill was introduced into the House of Commons during the last Session of the Imperial Parliament for the repeal of the Navigation Laws; and, being of opinion that the provisions of that Bill are calculated to remove those restrictions from which the trade of this province is now suffering, we most humbly pray that Your Majesty will be graciously pleased to recommend the subject of the repeal of the Navigation Laws to the favourable consideration of the Imperial Parliament.

And we would further humbly pray, that Your Majesty will be graciously pleased to authorize the Governor of this province to permit foreign vessels to navigate the St. Lawrence above Quebec, under such restrictions as his Excellency may, in his wisdom, see fit to impose.

Legislative Council, Tuesday, 30th January, 1849,
(Signed) Ed. Caron, Speaker.

Legislative Assembly Hall, Montreal, 29th January, 1849,
(Signed) A. N. Morin, Speaker.

Encl. 2 in No. 1.

Enclosure 2 in No. 1.

Extract from the Votes and Proceedings of the Legislative Assembly of Canada.

Monday, January 29, 1849.

(*Enclosed in the Earl of Elgin's Despatch, January* 30, 1849.)

Honourable Mr. *Hincks'* motion of Friday last, for the House to consider, in Committee, the propriety of adopting an Address to Her Majesty on the subject of the Repeal of the Navigation Laws, was agreed to.

The House then went into Committee, and passed the following Resolution, which was reported:—

Resolved,—That an humble Address be presented to Her Most Gracious Majesty, to assure Her Majesty of the devoted loyalty of the people of this province, and of their sincere attachment to Her Majesty's Person and Government.

To represent to Her Majesty that this House feels it to be a duty incumbent upon it to take the earliest opportunity to assure Her Majesty that the sentiments of the people of this province on the subject of the repeal of the British Navigation Laws, which were expressed to Her Majesty in a joint Address from the two Houses of the Provincial Parliament in the month of July, 1847, remain unchanged; that, delay in removing the present restrictions on the employment of foreign shipping, would, in the opinion of this House, be highly injurious to the carrying trade of the St. Lawrence; that, in order to secure this trade, the province, relying on the continuance of the protection which was then enjoyed by colonial products in the markets of Great Britain, incurred a large debt for the construction of a line of ship canals, by means of which the cost of inland transport has been very materially reduced; that, owing to the difficulties attending the navigation of the St. Lawrence, the greater length of the voyage, and the higher rates of insurance, freights are likely at all times to range higher at Quebec than at New York, but that the practical effect of the Navigation Laws is not only to prevent the possibility of a fair competition between the two routes, but actually to give direct encouragement to American shipping, not only through the canals of the State of New York, but at the seaports of the United States; that, at the seaports of the United States, shipping can generally be procured to carry any quantity of produce that may be offered, without a material increase of freight, but that even in case of scarcity, as the navigation is open throughout the year, foreign shipping can readily be procured in Europe, at fair remunerative rates of freight, and without serious inconvenience or loss of time; that at

Quebec, on the other hand, the exporter is compelled to rely on the regular traders to the port, so that when an unusual accumulation of produce takes place, vessels cannot be procured, and freights immediately rise to most exorbitant rates; that no means exist of engaging British shipping to meet the sudden demands which the nature of the trade causes, as such shipping is seldom to be met with at American ports, unless under specific orders, or the engagements of a charter; that the early closing of the navigation of the St. Lawrence renders it difficult, if not impossible, to obtain shipping from England to supply the sudden demands which, from the nature of the trade, are constantly arising, and which could readily be supplied at the American seaports whence vessels would at any time come round to the St. Lawrence if assured of remunerative freights; that the uncertainty which at all times prevails as to the route by which the products of the West will be transported to the sea-board, must operate to prevent British vessels coming to the St. Lawrence in sufficient numbers to ensure moderate freights during the shipping season, while the scarcity of shipping and the immediate rise of freights to England, whence a large supply of products is sent by the St. Lawrence, has the effect of diverting those products through the Erie Canal to New York. That the Navigation Laws have likewise had a most injurious influence on the import trade of the province; that it has not unfrequently happened that Canadian importers of sugars being unable to procure British vessels on any terms at Havanah and other foreign ports, have been compelled to import their cargoes in American bottoms to New York, and thence through the American canals to Canada, when, but for the restrictions imposed by the Navigation Laws, they would have imported them by the St. Lawrence in foreign bottoms, which could have been readily procured. That this House has observed with much satisfaction that a Bill was introduced into the House of Commons during the last Session of the Imperial Parliament, for the repeal of the Navigation Laws, and this House being of opinion that the provisions of that Bill are calculated to remove those restrictions from which the trade of this province is now suffering, most humbly pray that Your Majesty will be graciously pleased to recommend the subject of the repeal of the Navigation Laws to the favourable consideration of the Imperial Parliament. And this House would further humbly pray, that Your Majesty will be graciously pleased to authorize the Governor of this province to permit foreign vessels to navigate the St. Lawrence above Quebec, under such restrictions as his Excellency may in his wisdom see fit to impose.

Hon. Mr. *Cayley* then moved the following amendments thereto:—

After the first word "subject," insert "of protection to Colonial products and."

After all the words after "remain unchanged, that" to the words "materially reduced," be struck out, and the following substituted:—

"This province, relying on the continuance of the protection enjoyed up to a very recent period by colonial products in the English market, and assisted by a loan raised on the credit of Great Britain, has constructed a chain of ship canals to connect its inland waters, and extend the carrying trade of the St Lawrence; that the withdrawal of that protection, more especially whilst the St. Lawrence continues closed to foreign vessels, must render these works comparatively useless, and impose a heavy unproductive debt on the limited resources of the province."

After the first words "New York," strike out "but" and insert "and."

Yeas.—Messrs. Badgley, Cayley, Christie, Dickson, Gugy, Macdonald, (Kingston,) Malloch, McLean, Prince, Robinson, Seymour, Sherwood, (Brockville,) Smith (Frontenac,) Stevenson,—14.

Nays.—Messrs. Baldwin, Beaubien, Bell, Blake, Boulton (Norfolk), Boutillier, Burritt, Cameron (Kent), Cartier, Cauchon, Chauveau, Davignon, DeWitt, Duchesnay, Dumas, Egan, Flint, Fortier, Fournier, Fourquin, Guillet, Hall, Hincks, Holmes, Jobin, Johnson, La Fontaine, La Terriere, Laurin, Lemieux, Macdonald (Glengary), McConnell, McFarland, Merritt, Méthot, Morrison, Notman, Papineau, Polette, Price, Richards, Sauvageau, Scott (Bytown), Scott (Two Mountains), Smith (Durham), Taché, Thompson, Viger, Wetenhall,—49.

The Resolution was then agreed to, and a Select Committee appointed to draw up an Address in conformity thereto.

Honourable Mr. *Hincks* then reported the Address, which was agreed to, ordered to be engrossed, and to be communicated to the Legislative Council, requesting their concurrence thereto.

The remaining orders of the day were postponed till to-morrow.

And at midnight the House adjourned.

CANADA.

No. 1.

Despatch from the Right Hon. Earl Grey, Secretary of State.

(No. 335.) No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD, Downing-street, February 23, 1849.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch No. 18, of the 30th January, enclosing a joint address to the Queen from the Legislative Council and Assembly of Canada on the subject of the Navigation Laws; and I have to acquaint you that I have laid this address before Her Majesty, and that Her Majesty was pleased to receive it very graciously.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

LONDON: Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

Date Due

FOR LIBRARY USE ONLY


IRISH UNIVERSITY PRESS